SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

WESTERN DIVISION

206

To Take Effect Sunday, December 28, 1930, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

F. L. BURCKHALTER, *General Manager.*

R. L. RUBY, *Superintendent of Transportation.*

T. AHERN, *Assistant General Manager.*

T. F. ROWLANDS, *Superintendent.*

EASTWARD

FIRST CLASS

Time Table No. 206
December 28, 1930

Capacity of sidings in car lengths	8 Shasta	22 Tahoe	18 Cascade	28 San Francisco Limited	26 Owl	130 Martinez Passenger	48 El Dorado	50 Fresno	46 Senator	20 Pacific Limited	56 Tehachapi	30 Governor	52 San Joaquin	24 Sierra	34 Sacramento Passenger	124 Avon Passenger	36 Passenger	122 Martinez Passenger	58 Sequoia	Distance from San Francisco	STATIONS
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily		
	8.00PM	7.00PM	6.20PM	6.00PM	6.00PM	5.20PM	5.00PM	3.40PM	3.00PM	12.40PM	11.40AM	10.00AM	8.00AM	8.00AM	7.00AM	6.40AM	6.00AM		11.40PM	0.0	SAN FRANCISCO
	8.18	7.18	6.38	6.18	6.18	5.38	5.18	3.58	3.18	12.58	11.58AM	10.18	8.18	8.18	7.18	6.58	6.18		11.58PM	3.5	3.5 OAKLAND PIER
BKWI P	8.35PM	7.30PM	6.50PM	6.30PM	6.25PM	5.50PM	5.25PM	4.05PM	3.25PM	1.10PM	12.07PM	10.25AM	8.28AM	8.23AM	7.25AM	7.04AM	6.23AM		12.10AM	3.5	TO-R OAKLAND PIER
Yard BKWOITY P																				4.9	1.4 TO-R WEST OAKLAND
P Interchange	s 8.41	s 7.36	s 6.56	s 6.36	s 6.31	s 5.56	s 5.31	s 4.11	s 3.31	s 1.16	s 12.13	s 10.30	s 8.34	s 8.28	s 7.31	s 7.10	s 6.28		s 12.16	5.5	0.6 OAKLAND (16th Street)
P																				6.6	1.1 EMERYVILLE
I P																				7.0	0.4 SHELLMOUND
																				7.4	0.4 PARAFFIN
55 West P																				7.8	0.4 STOCK YARDS
P	s 8.50	s 7.46	s 7.05	s 6.45	s 6.40	s 6.04	s 5.39	s 4.20	s 3.39	s 1.25	s 12.22	s 10.38	s 8.42	s 8.35	s 7.39	s 7.18	s 6.36		s 12.25	9.2	1.4 BERKELEY (University Ave.)
						f		f												10.7	1.5 FLEMING
																				11.2	0.5 NOBEL
						f		f												11.6	0.4 VIGORIT
87 East P						f		s									s			13.1	1.5 STEGE
P	8.59	s 7.56	7.14	6.54	6.48	s 6.12	s 5.47	s 4.31	s 3.47	s 1.34	s 12.31	s 10.48	s 8.50	8.42	s 7.47	s 7.27	s 6.45		s 12.34	15.0	1.9 RICHMOND
148 East WP Interchange						f 6.15		f 4.34									s 6.48			16.6	1.6 SAN PABLO
P						f		s								s				18.9	2.3 GIANT
48 East 52 West P						f														19.8	0.9 SOBRANTE
						f														21.5	1.7 KRIEGER
74 West P	9.11	8.08	7.25	7.06	6.59	s 6.25	5.57	s 4.45	3.58	1.46	12.42	11.00	9.00	8.52	7.57	7.39	s 6.57		f 12.46	23.0	1.5 PINOLE
45 East P								f								s	s			23.8	0.8 HERCULES
P						s 6.29		s 4.50				f				s	s		f	25.5	1.7 RODEO
69 East P						s		s				f				s	s		f	26.4	0.9 OLEUM
43 East W						f		f								f			f	27.1	0.7 TORMEY
46 West P	9.19	8.17	7.33	7.15	7.07	s 6.37	6.04	s 4.59	4.05	1.55	f 12.51	f 11.11	f 9.07	8.59	8.04	s 7.50	s 7.12		12.56	27.5	0.4 SELBY
210 West P	s 9.22	s 8.22				s 6.41		s 5.09	s 4.09	s 1.59	s 12.56	s 11.15	s 9.10		s 8.07	s 7.55	s 7.17		s 1.00	29.0	1.5 CROCKETT
62 West P						f										f	f			30.1	1.1 ECKLEY
Yard BKWOT P	9.26	8.29	7.40	7.25	7.15	s 6.49	6.10	s 5.15	s 4.15	2.05	s 1.05	11.20	9.14	9.04	s 8.10	s 8.02	s 7.25	6.40AM	s 1.05	31.1	1.0 TO-R PORT COSTA
P						f										f				32.2	1.1 NEVADA DOCK
																f				33.1	0.9 OZOL
Center 100 WP	9.35PM	s 8.39PM	7.47PM	7.34PM	s 7.28PM	s 6.57PM	6.16PM	s 5.24PM	s 4.22PM	s 2.14PM	s 1.15PM	s 11.27AM	s 9.22AM	9.10AM	s 8.17AM	s 8.12AM	s 7.35AM	6.52AM	s 1.15AM	34.7	1.6 TO-R MARTINEZ
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily		(31.2)
	(1.00) 31.20	(1.09) 27.13	(0.57) 32.84	(1.04) 29.25	(1.03) 29.71	(1.07) 27.94	(0.51) 36.71	(1.19) 23.70	(0.57) 32.84	(1.04) 29.25	(1.08) 27.53	(1.02) 30.19	(0.54) 34.67	(0.47) 39.83	(0.52) 36.00	(1.08) 27.53	(1.12) 26.00	(0.12) 18.00	(1.05) 28.80		........Time over District ....Average Speed per Hour

Oakland Ferry (San Francisco–Oakland Pier). Automatic Block System and Automatic Train Control (Oakland Pier–Martinez). Double Track (Oakland Pier–Martinez).

See pages 3, 4 and 5 for additional trains between Oakland Pier, West Oakland and Martinez.
Track No. 1 between San Pablo and Shellmound tower not protected by block signals.
Sundays and national holidays Stege is a flag stop for No. 50.
AT MARTINEZ: Siding is 2428 feet west of station extending 6036 feet westward.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	For Passengers Destined to or Beyond
8	Any Station	Gerber
20	Any Station	Sparks
26	Richmond	Fresno
28	Any Station	Ogden

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	To	For Passengers To or Beyond
36	Certain-teed Pro. Co.	Receive or Discharge	Any Station
124	Certain-teed Pro. Co.	Discharge	Any Station

WESTWARD

Time Table No. 206
December 28, 1930

FIRST CLASS

STATIONS	Distance from Martinez	21 Tahoe	9 Fast Mail	57 Sequoia	27 San Francisco Limited	25 Owl	123 San Francisco Passenger	7 Shasta	33 San Francisco Passenger	39 Senator	47 El Dorado	49 Fresno	19 Pacific Limited	1 Overland Limited	29 Governor	43 San Francisco Passenger	45 Sutter	55 Tehachapi	17 Cascade	23 Sierra	133 Port Costa Passenger
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
SAN FRANCISCO (Oakland Ferry) 3.5	34.7	7.50AM	8.10AM	8.10AM	8.30AM	8.30AM	8.30AM	9.10AM	10.10AM	10.30AM	12.50PM	1.50PM	3.30PM	4.30PM	5.10PM	5.50PM	6.10PM	6.50PM	6.50PM	8.15PM	
OAKLAND PIER	31.2	7.32	7.52	7.52	8.12	8.12	8.12	8.52	9.52	10.12	12.32	1.32	3.12	4.12	4.52	5.32	5.52	6.32	6.32	7.53	
TO-R OAKLAND PIER 1.4	31.2	s 7.15AM	s 7.35AM	s 7.40AM	s 7.55AM	s 8.00AM	s 8.07AM	s 8.40AM	s 9.45AM	s 10.05AM	s 12.25PM	s 1.25PM	s 3.00PM	s 4.00PM	s 4.40PM	s 5.28PM	s 5.45PM	s 6.15PM	s 6.20PM	s 7.48PM	
TO-R WEST OAKLAND 0.6	29.8																				
OAKLAND (16th Street) 1.1	29.2	s 7.05	s 7.28	s 7.32	s 7.46	s 7.53	s 8.00	s 8.33	s 9.38	s 9.59	s 12.18	s 1.18	s 2.52	s 3.52	s 4.33	s 5.22	s 5.38	s 6.07	s 6.12	s 7.42	
EMERYVILLE 0.4	28.1																				
SHELLMOUND 0.4	27.7																				
PARAFFIN 0.4	27.3																				
STOCK YARDS 1.4	26.9																				
BERKELEY (University Ave.) 1.5	25.5	s 6.52	s 7.02	s 7.20	s 7.36	s 7.43	s 7.52	s 8.23	s 9.29	s 9.51	s 12.08PM	s 1.08	s 2.41	s 3.40	s 4.23	s 5.13	s 5.29	s 5.56	s 6.02	s 7.33	
FLEMING 0.5	24.0						f		f												
NOBEL 0.4	23.5																				
VIGORIT 1.5	23.1								f												
STEGE 1.9	21.6						f		f												
RICHMOND 1.6	19.7	s 6.38	6.49	s 7.10	7.26	7.33	s 7.43	8.14	s 9.18	9.43	s 11.59AM	s 12.59	2.31	3.29	s 4.14	s 5.04	s 5.20	s 5.45	s 5.53	7.24	
SAN PABLO 2.3	18.1	6.33		7.05			f 7.38		f 9.14							s 5.01					
GIANT 0.9	15.8						s		s							s					
SOBRANTE 1.7	14.9								f												
KRIEGER 1.5	13.2								f												
PINOLE 0.8	11.7	6.23	6.38	6.55	7.15	7.22	s 7.28	8.03	s 9.03	9.33	11.47	12.47	2.20	3.17	4.02	s 4.51	5.09	s 5.33	5.42	7.13	
HERCULES 1.7	10.9						f		f							f					
RODEO 0.9	9.2			f			s		s							s		s			
OLEUM 0.7	8.3						s		s		f					s		f			
TORMEY 0.4	7.6						f		f							s		f			
SELBY 1.5	7.2	6.13	6.30	6.45	7.07	7.13	s 7.15	7.55	s 8.50	9.26	11.38	f 12.38	2.12	3.08	f 3.53	s 4.38	5.02	5.21	5.34	7.05	
CROCKETT 1.1	5.7	s 6.09	s 6.27	s 6.40		s	s 7.12		s 8.47		s 11.34	s 12.34			s 3.49	s 4.33	s 4.59	s 5.18			
ECKLEY 1.0	4.6						f		f							f					
TO-R PORT COSTA 1.1	3.6	6.05	6.15	s 6.35	7.00	7.04	s 7.09	7.48	s 8.39	9.20	11.30	12.30	2.05	3.00	3.45	s 4.27	4.55	s 5.13	5.27	6.59	s 7.12PM
NEVADA DOCK 0.9	2.5						f									f					f
OZOL 1.6	1.6						f									f					
TO-R MARTINEZ	0.0	5.55AM	6.08AM	6.25AM	6.51AM	6.57AM	7.00AM	7.41AM	8.32AM	9.14AM	11.22AM	12.20PM	1.57PM	2.53PM	3.37PM	4.13PM	4.48PM	5.05PM	5.20PM	6.53PM	7.00PM
(31.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
Time over District		(1.20)	(1.27)	(1.15)	(1.04)	(1.03)	(1.07)	(0.59)	(1.13)	(0.51)	(1.03)	(1.05)	(1.03)	(1.07)	(1.03)	(1.15)	(0.57)	(1.10)	(1.00)	(0.55)	(0.12)
Average Speed per Hour		23.40	21.52	24.96	29.25	29.71	27.94	31.73	25.64	36.71	29.71	28.80	29.71	27.94	29.71	24.96	32.84	26.74	31.20	34.04	18.00

Automatic Block System and Automatic Train Control (TO-R Oakland Pier to TO-R Martinez)

Double Track

See pages 2, 4 and 5 for additional trains between Oakland Pier, West Oakland and Martinez.
Track No. 1 between San Pablo and Shellmound tower not protected by block signals.
At Berkeley (University Avenue) No. 9 will stop east of University Avenue to unload mail to avoid blocking the crossing.
AT MARTINEZ: Siding is 2428 feet west of station extending 6036 feet westward.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS

Train	At	For Passengers From or Beyond	Train	At	For Passengers From or Beyond
1	Any Station	Ogden	25	Richmond	Bakersfield
7	Any Station	Gerber	27	Any Station	Ogden
19	Any Station	East of Reno	55	Any Station	Tracy
21	Any Station	Sacramento			
23	Any Station	Woodland			
23	Any Station	Roseville			

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	For Passengers To or From
33	Certain-teed Pro. Co.	Any Station
123	Certain-teed Pro. Co.	Any Station

ADDITIONAL REGULAR STOPS

Train	At	Frequency
29	Oleum	Saturday Only
49	Port Costa	Saturday Only
49	Oleum	Saturday Only

ADDITIONAL FLAG STOPS

Train	At	Frequency
7	Crockett	Sunday Only
29	Giant	Saturday Only
49	Rodeo	Tuesday and Thursday
49	Pinole	Saturday Only
49	Giant	Saturday Only
57	Giant	Daily Ex. Saturday and Sunday

EASTWARD

Time Table No. 206
December 28, 1930

Capacity of sidings in car lengths	SECOND CLASS 222 Sacramento Ogden and Portland Fast Freight	288 Fresno Freight	302 Port Costa Local Freight	304 Sacramento Local Freight	250 Tracy Local Freight	FIRST CLASS 14 Oregonian	2 Overland Limited	10 Gold Coast	132 Martinez Passenger	Distance from San Francisco	STATIONS	Distance to next station
	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY			
						10.20PM	10.20PM	9.00PM	8.20PM	0.0	SAN FRANCISCO	3.5
						10.38	10.38	9.18	8.38	3.5	OAKLAND PIER	
BKWI P						10.55PM	10.50PM	9.35PM	8.43PM	3.5	TO-R OAKLAND PIER	1.4
Term Yard BKWOITY P	10.15PM	7.30PM	7.10AM							4.9	TO-R WEST OAKLAND	0.6
I Interchange P						s 11.01	s 10.56	s 9.41	s 8.49	5.5	OAKLAND (16th Street)	1.1
P										6.6	EMERYVILLE	0.4
IP										7.0	SHELLMOUND	0.4
										7.4	PARAFFIN	0.4
55 West P										7.8	STOCK YARDS	1.4
P						s 11.10	s 11.05	s 9.50	s 8.58	9.2	BERKELEY (University Ave.)	1.5
									f	10.7	FLEMING	0.5
										11.2	NOBEL	0.4
									f	11.6	VIGORIT	1.5
87 East P									f	13.1	STEGE	1.9
P						s 11.18	11.13	9.58	s 9.07	15.0	RICHMOND	1.6
148 East W P Interchange									f 9.10	16.6	SAN PABLO	2.3
P									f	18.9	GIANT	0.9
48 East 52 West P									f	19.8	SOBRANTE	1.7
										21.5	KRIEGER	1.5
74 West P						11.29	11.23	10.09	s 9.20	23.0	PINOLE	0.8
45 East P										23.8	HERCULES	1.7
P									s 9.24	25.5	RODEO	0.9
69 East P									s	26.4	OLEUM	0.7
43 East W									f	27.1	TORMEY	0.4
46 West P						11.37	11.32	10.17	s 9.33	27.5	SELBY	1.5
210 West P						s 11.40		s 10.20	s 9.37	29.0	CROCKETT	1.1
62 West P									f	30.1	ECKLEY	1.0
Yard BKWOT P			2.30PM	9.20AM	8.30AM	11.45	11.40	10.25	s 9.42	31.1	TO-R PORT COSTA	1.1
P									f	32.2	NEVADA DOCK	0.9
										33.1	OZOL	1.6
Center 100 WP	12.05AM	8.50PM		9.32AM	8.42AM	s 11.54PM	11.48PM	s 10.34PM	s 9.52PM	34.7	MARTINEZ	
	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY		(31.2)	
	(1.50) 16.25	(1.20) 22.35	(7.20) 3.57	(0.12) 18.00	(0.12) 18.00	(0.59) 31.73	(0.58) 32.28	(0.59) 31.73	(1.09) 27.13		............Time over District ....Average speed per hour	

Oakland Ferry: San Francisco – Oakland Pier.
Automatic Block System and Automatic Train Control: To-R Oakland Pier – Martinez.
Double Track: To-R Oakland Pier – Martinez.

See pages 2, 3 and 5 for additional trains between Oakland Pier, West Oakland and Martinez.
Track No. 1 between San Pablo and Shellmound tower not protected by block signals.
AT MARTINEZ: Siding is 2428 feet west of station extending 6036 feet westward.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	For Passengers To or Beyond
2	Any Station	Ogden
10	Any Station	Ogden
14	Any Station	Portland

WESTWARD

Time Table No. 206

December 28, 1930

STATIONS	Distance from Martinez	51 San Joaquin (First Class)	209 Bay City Passenger (First Class)	35 San Francisco Passenger (First Class)	219 Freight (Second Class)	301 Port Costa Local Freight (Second Class)	303 Sacramento Local Freight (Second Class)	249 Tracy Local Freight (Second Class)
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY
SAN FRANCISCO (Oakland Ferry)	34.7	10.05PM	10.45PM	11.25PM				
3.5								
OAKLAND PIER (Oakland Ferry)	31.2	9.47	10.27	11.07				
TO-R OAKLAND PIER	31.2	s 9.38PM	s 10.20PM	s 10.50PM				
1.4								
TO-R WEST OAKLAND	29.8				3.30AM	2.00PM		
0.6								
OAKLAND (16th Street)	29.2	s 9.30	s 10.13	s 10.40				
1.1								
EMERYVILLE	28.1							
0.4								
SHELLMOUND	27.7							
0.4								
PARAFFIN	27.3							
0.4								
STOCK YARDS	26.9							
1.4								
BERKELEY (University Ave.)	25.5	s 9.20	s 10.03	s 10.31				
1.5								
FLEMING	24.0							
0.5								
NOBEL	23.5							
0.4								
VIGORIT	23.1							
1.5								
STEGE	21.6			f				
1.9								
RICHMOND	19.7	9.11	9.55	s 10.21				
1.6								
SAN PABLO	18.1			f 10.18				
2.3								
GIANT	15.8			f				
0.9								
SOBRANTE	14.9			f				
1.7								
KRIEGER	13.2							
1.5								
PINOLE	11.7	9.00	9.45	s 10.05				
0.8								
HERCULES	10.9			f				
1.7								
RODEO	9.2			s				
0.9								
OLEUM	8.3			f				
0.7								
TORMEY	7.6			f				
0.4								
SELBY	7.2	8.52	9.38	s 9.53				
1.5								
CROCKETT	5.7		s 9.34	s 9.48				
1.1								
ECKLEY	4.6							
1.0								
TO-R PORT COSTA	3.6	8.45	9.30	s 9.43		7.00AM	12.05PM	12.15PM
1.1								
NEVADA DOCK	2.5							
0.9								
OZOL	1.6							
1.6								
TO-R MARTINEZ	0.0	8.36PM	9.22PM	9.33PM	12.05AM		11.50AM	12.01PM
(31.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY
Time over District		(1.02)	(0.58)	(1.17)	(3.25)	(7.00)	(0.15)	(0.14)
Average speed per hour		30.19	32.28	24.31	8.72	3.74	14.40	15.43

Oakland Pier to Martinez: Automatic Block System and Automatic Train Control. San Pablo to Martinez: Double Track.

See pages 2, 3 and 4 for additional trains between Oakland Pier, West Oakland and Martinez.
Track No. 1 between San Pablo and Shellmound tower not protected by block signals.
AT MARTINEZ: Siding is 2428 feet west of station, extending 6036 feet westward.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS

Train	At	For Passengers From or Beyond
51	Richmond	Tracy
209	Any Station	Martinez

EASTWARD

Time Table No. 206

December 28, 1930

Capacity of sidings in car lengths	SECOND CLASS			FIRST CLASS																Distance from San Francisco	
	304	222		14	2	10	8	22	18	28	48	46	41	20	30	53	24	34	541		
	Sacramento Local Freight	Sacramento Ogden and Portland Fast Freight		Oregonian	Overland Limited	Gold Coast	Shasta	Tahoe	Cascade	San Francisco Limited	El Dorado	Senator	Tehama Sacramento Passenger	Pacific Limited	Governor	Gerber Sacramento Passenger	Sierra	Sacramento Passenger	Marysville Sacramento Motor		
	Leave Daily EX. SUNDAY	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS
Center 100 W P	9.32 AM	12.05 AM		11.54 PM	11.48 PM	10.34 PM	9.35 PM	8.39 PM	7.47 PM	7.34 PM	6.16 PM	4.22 PM		2.14 PM	11.27 AM		9.10 AM	8.17 AM		34.7 31.7	TO-R MARTINEZ 6.3
Center 100 P				12.09 AM	12.03 AM	10.49	9.50	8.53	8.01	7.49	6.28	f 4.34		2.28	11.39		9.21	f 8.29		38.0	BENICIA JUNCTION 2.1
												f						f		40.1	PIERCE 2.1
P												f						f		42.2	CYGNUS 1.0
												f						f		43.2	TEAL 1.9
												f						f		45.1	JACKSNIPE 3.8
Yard BKWOY P Interchange				f 12.25	12.19	11.04	10.06	s 9.09	8.16	8.06	s 6.44	s 4.53		s 2.45	s 11.54 AM		9.35	s 8.52		48.9	TO SUISUN-FAIRFIELD 3.0
48 East 82 West P Interchange												f 4.57						f 8.56		51.9	TOLENAS 1.9
												f						f		53.8	VANDEN 1.6
												f						f		55.4	CANNON 4.0
Center 101 BKWOY P				12.40	12.34	11.18	10.21	f 9.24	8.30	8.23	6.58	s 5.12		3.00	12.09 PM		9.47	s 9.17		59.4	ELMIRA 4.8
												f						f		64.2	BATAVIA 3.3
Center 86 W P				12.50	12.44	11.28	10.32	f 9.36	8.40	8.35	7.08	s 5.25		f 3.11	s 12.21		9.57	s 9.33		67.5	DIXON 4.3
83 East												f						f		71.8	TREMONT 2.0
																				73.8	BRIGGSTON 1.8
Yard 88 East 121 West WIY P	3.40 PM	2.30		f 1.01	12.54	11.38	s 10.45 PM	s 9.48	s 8.52 PM	8.47	s 7.19	s 5.38	5.26 PM	f 3.23	s 12.33	10.20 AM	s 10.08	s 9.53	6.40 AM	75.6	TO-R DAVIS 1.5
																				77.1	CHILES 2.0
												f				f			f	79.1	SWINGLE 1.3
Center 114				1.08	1.01	11.44		9.55		9.05	7.25	f 5.45	5.32	3.30	12.41	f 10.27	10.15	10.01	f 6.48	80.4	WEBSTER 5.9
																			f	86.3	MIKON 0.6
I P																				86.9	Sacramento Northern Ry. Crossing 1.4
												f							f	88.3	WASHINGTON 0.5
Term Yard BKWOTY P	4.20 PM	3.30 AM		s 1.25 AM	s 1.20 AM	s 11.59 PM		s 10.15 PM		s 9.15 PM	s 7.40 PM	s 6.05 PM	s 5.45 PM	s 3.50 PM	s 1.00 PM	s 10.40 AM	s 10.30 AM	s 10.20 AM	s 7.05 AM	88.8	TO-R SACRAMENTO
	Arrive Daily EX. SUNDAY	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(57.1)
	(6.48) 8.40	(3.25) 16.71		(1.31) 37.65	(1.32) 37.24	(1.25) 40.31	(1.10) 37.63	(1.36) 35.69	(1.05) 40.52	(1.41) 33.92	(1.24) 40.79	(1.43) 33.26	(0.19) 41.68	(1.36) 35.69	(1.33) 36.84	(0.20) 39.60	(1.20) 42.82	(2.03) 27.85	(0.25) 31.68		Time over District...... Average Speed per Hour......

Automatic Block System (Martinez to Sacramento) — Double Track

Automatic train control eastward track from Martinez to westward dwarf signal 300 feet east of draw span.

AT MARTINEZ: Siding is 2428 feet west of station extending 6036 feet westward.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	For Passengers Destined To or Beyond
2	Any Station	Ogden
8	Any Station	Gerber
10	Any Station	Ogden
14	Any Station	Portland
20	Any Station	Sparks
28	Any Station	Ogden

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Frequency
30	Benicia Junction	Wednesday and Saturday during hunting season
30	Pierce, Cygnus, Teal, Jacksnipe	Tuesday and Saturday during hunting season

No. 46 Stops at Broderick to exchange U. S. Mail.

Time Table No. 206

December 28, 1930

WESTWARD

Automatic Block System (Martinez to Sacramento) — Double Track (Martinez to Sacramento)

STATIONS	Distance from Sacramento	FIRST CLASS																	SECOND CLASS	
		21	9	27	7	33	39	47	16	19	1	29	45	17	23	54	209	542	303	219
		Tahoe	Fast Mail	San Francisco Limited	Shasta	San Francisco Passenger	Senator	El Dorado	West Coast	Pacific Limited	Overland Limited	Governor	Sutter	Cascade	Sierra	Sacramento Gerber Passenger	Bay City Passenger	Sacramento Marysville Motor	Sacramento Local Freight	Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily
TO-R MARTINEZ 6.4	57.2	s 5.55AM	6.08AM	6.51AM	s 7.41AM	s 8.32AM	9.14AM	s 11.22AM		s 1.57PM	2.53PM	s 3.37PM	4.48PM	s 5.20PM	6.53PM		s 9.22PM		11.50AM	12.05AM
BENICIA JUNCTION 2.1	50.8	5.40	5.54	6.36	7.26	f 8.20	9.03	11.10		1.42	2.38	3.24	4.37	5.04	6.42		f 9.10			
PIERCE 2.1	48.7					f											f			
CYGNUS 1.0	46.6					f											f			
TEAL 1.9	45.6					f											f			
JACKSNIPE 3.8	43.7					f											f			
TO SUISUN-FAIRFIELD 3.0	39.9	f 5.23	5.40	6.22	7.11	s 8.00	8.49	s 10.55		1.27	2.23	s 3.08	s 4.22	4.50	6.28		s 8.52			
TOLENAS 1.9	36.9					f											f			
VANDEN 1.6	35.0					f											f			
CANNON 4.0	33.4					f											f			
ELMIRA 4.8	29.4	s 5.07	5.28	6.10	6.57	s 7.44	8.37	10.41		1.15	2.10	f 2.53	4.08	4.38	6.14		s 8.35			
BATAVIA 3.3	24.6					f											f			
DIXON 4.3	21.3	s 4.54	5.18	6.00	6.47	s 7.32	8.27	s 10.31		1.05	2.00	s 2.41	f 3.58	4.28	6.04		s 8.22			
TREMONT 2.0	17.0					f											f			
BRIGGSTON 1.8	15.0					f														
TO-R DAVIS 1.5	13.2	f 4.41	5.08	5.49	6.36AM	s 7.19	s 8.17	s 10.20	s 10.59AM	12.54	1.49	s 2.29	3.48	4.17PM	s 5.53	s 7.10PM	s 8.09	s 10.35PM	7.10	9.20PM
CHILES 2.0	11.7																			
SWINGLE 1.3	9.7					f												f		
WEBSTER 5.9	8.4	4.33	5.02	5.42		f 7.12	8.11	10.12	10.52	12.47	1.42	2.22	3.42		5.46	7.02	8.02	f 10.25		
MIKON 0.6	2.5																	f		
Sacramento Northern Ry. Crossing 1.4	1.9																			
WASHINGTON 0.5	0.5					f												f		
TO-R SACRAMENTO	0.0	4.20AM	4.50AM	5.30AM		7.00AM	8.00AM	10.00AM	10.40AM	12.35PM	1.30PM	2.10PM	3.30PM		5.35PM	6.50PM	7.50PM	10.10PM	6.30AM	8.15PM
(57.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily
Time over District Average Speed per Hour		(1.35) 36.13	(1.18) 44.00	(1.21) 42.37	(1.05) 40.62	(1.32) 37.30	(1.14) 46.38	(1.22) 41.85	(0.19) 41.68	(1.22) 41.85	(1.23) 41.35	(1.27) 39.45	(1.18) 44.00	(1.03) 41.90	(1.18) 44.00	(0.20) 39.60	(1.32) 37.30	(0.25) 31.68	(5.20) 10.72	(3.50) 14.92

Automatic train control westward track from signal No. 347 to Martinez.

AT MARTINEZ: Siding is 2428 feet west of station extending 6036 feet westward.

No. 209 Stop at Broderick to exchange U. S. Mail.

At Dixon No. 21 place mail in locker at station.

At Elmira No. 21 place mail under station shelter roof protected from rain.

EASTWARD			Time Table No. 206 December 28, 1930	WESTWARD	
Capacity of sidings in car lengths		Distance from San Francisco		Distance from Benicia Junction	
W P		32.4	BENICIA 1.4	5.6	
P		33.8	ARMY POINT 4.2	4.2	
Center 100 P		38.0	BENICIA JUNCTION	0.0	

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS

Train	At	For Passengers From or Beyond
1	Any Station	Ogden
7	Any Station	Gerber
19	Any Station	East of Reno
21	Any Station	Sacramento
23	Any Station	Woodland
23	Any Station	Roseville
27	Any Station	Ogden

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Frequency
29	Jacksnipe, Teal, Cygnus and Pierce	Sunday and Wednesday during hunting season
45	Jacksnipe, Teal, Cygnus and Pierce	Sunday and Wednesday during hunting season

EASTWARD

Time Table No. 206

December 28, 1930

Capacity of sidings in car lengths	SECOND CLASS 288 Fresno Freight	250 Tracy Local Freight	FIRST CLASS 26 Owl	50 Fresno	56 Tehachapi	52 San Joaquin	124 Avon Passenger	36 Passenger	58 Sequoia	Distance from San Francisco	STATIONS	Miles to next
	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily			
Center 100 WP	8.50PM	8.42AM	7.28PM	5.24PM	1.15PM	9.22AM	8.12AM	7.35AM	1.15AM	34.7	TO-R MARTINEZ	1.3
111 P				f			f	f		36.0	MOCOCO End of Double Track	0.8
				f				f		36.8	PEYTON	1.3
73 YP	9.00	9.00	7.34	s 5.34	1.21	9.27	s 8.22AM	s 7.43	1.21	38.1	TO-R AVON	3.2
Interchange Yard 208 WP	**9.19**	**9.31**	7.39	s 5.40	s 1.27	**9.31**		s 7.50	f 1.27	41.3	TO BAY POINT	1.7
70 P		9.36						f 7.55	f 1.30	43.0	NICHOLS	1.8
Interchange 56 P	9.30	9.50	7.44	5.46	1.33	9.36		f 8.00	1.33	44.8	McAVOY	2.0
44 Spur								s 8.05		46.8	SHELL POINT	2.1
Interchange Yard 74 P	9.45	**10.40**	f 7.50	s 5.52	s 1.40	f **9.42**		s 8.13	s 1.40	48.9	TO PITTSBURG	1.9
								f		50.8	LOS MEDANOS	2.7
56 P	10.00	11.10	7.57	s 6.00	s 1.48	9.48		s 8.24	f 1.48	53.5	TO ANTIOCH	1.6
								f		55.1	JERSEY	0.9
										56.0	NEWLOVE	1.3
83	10.10	**11.45AM**	**8.06**	6.05	1.53	9.53		f 8.32	1.54	57.3	NEROLY	2.1
										59.4	ARBOR	2.3
154 WP	10.25	12.10PM	8.12	s 6.11	s 2.00	9.59		s **8.42**	f 2.00	61.7	TO BRENTWOOD	3.0
24 Spur										64.7	SILISAND	2.2
95 P	10.40	12.40	8.19	s 6.19	s 2.10	10.06		s 8.53	2.08	66.9	TO BYRON	2.0
P				f	f			f		68.9	BYRON HOT SPRINGS	2.7
51 P	10.55	12.55	**8.25**	6.27	2.19	10.12		f 9.03	2.15	71.6	HERDLYN	4.1
50 P	11.05	1.10	8.30	f 6.33	2.26	10.17		s 9.13	2.21	75.7	TO BETHANY	3.4
47	11.15	1.25	8.35	6.38	2.32	10.22		f 9.22	2.26	79.1	JANNEY	3.1
Term Yard BKWOTY P	11.30PM	1.40PM	s 8.40PM	s 6.45PM	s 2.40PM	s 10.27AM		s 9.30AM	s 2.33AM	82.2	TO-R TRACY	
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily		(47.5)	
	(2.40) 17.81	(4.58) 9.56	(1.12) 39.58	(1.21) 35.19	(1.25) 33.53	(1.05) 43.85	(0.10) 20.40	(1.55) 24.78	(1.18) 36.54		........Time over District ....Average Speed per Hour	

Double Track (Martinez to Mococo)

Automatic Block System and Automatic Train Control (Martinez to Tracy)

AT MARTINEZ: Siding is 2428 feet west of station extending 6036 feet westward.

AT BAY POINT: Eastward siding is the first track on bay side of the main track. Westward siding is the first track on the station side.

ADDITIONAL FLAG STOPS		
Train	At	For Passengers To or Beyond
50	Any Station	Tracy

ADDITIONAL FLAG STOPS		
Train	At	Frequency
58	Avon	Monday Only

Time Table No. 206

December 28, 1930

WESTWARD

Automatic Block System and Automatic Train Control (Martinez to Tracy); Double Track (Martinez to Mococo)

STATIONS	Distance from Tracy	FIRST CLASS 57 Sequoia Arrive Daily	25 Owl Arrive Daily	49 Fresno Arrive Daily	43 San Francisco Passenger Arrive Daily	55 Tehachapi Arrive Daily	51 San Joaquin Arrive Daily	35 San Francisco Passenger Arrive Daily	SECOND CLASS 249 Tracy Local Freight Arrive Daily EX. SUNDAY
TO-R MARTINEZ	47.5	s 6.25AM	6.57AM	s 12.20PM	s 4.13PM	s 5.05PM	s 8.36PM	s 9.33PM	12.01PM
1.3									
MOCOCO	46.2	f			f	f		f	
End of Double Track 0.8									
PEYTON	45.4					f		f	
1.3									
TO-R AVON	44.1	f 6.15	6.52	f 12.12	4.05PM	s 4.55	8.31	f 9.24	11.45AM
3.2									
TO BAY POINT	40.9	f 6.08	6.48	f 12.07		s 4.49	8.27	s **9.19**	11.30
1.7									
NICHOLS	39.2	6.04						f 9.16	11.05
1.8									
McAVOY	37.4	6.01	6.43	12.02PM		4.43	8.22	f 9.13	11.00
2.0									
SHELL POINT	35.4					s 4.39			
2.1									
TO PITTSBURG	33.3	f 5.53	f 6.38	f 11.56AM		s 4.35	8.17	s 9.05	**10.40** **9.35**
1.9									
LOS MEDANOS	31.4							f	
2.7									
TO ANTIOCH	28.7	f 5.44	6.32	f 11.50		f 4.27	8.11	f 8.58	9.20
1.6									
JERSEY	27.1								
0.9									
NEWLOVE	26.2								
1.3									
NEROLY	24.9	5.36	6.27	**11.45**		4.21	**8.06**	f 8.51	9.00
2.1									
ARBOR	22.8								
2.3									
TO BRENTWOOD	20.5	s 5.28		f 11.39		s 4.15	7.58	s 8.43	**8.42**
3.0									
SILISAND	17.5								
2.2									
TO BYRON	15.3	s 5.17	6.15	f 11.32		s 4.07	7.52	s 8.33	7.45
2.0									
BYRON HOT SPRINGS	13.3			f		f		f	
2.7									
HERDLYN	10.6	5.09	6.09	11.26		4.00	7.47	f **8.25**	7.30
4.1									
TO BETHANY	6.5	5.01	6.04	11.21		f 3.54	7.42	f 8.07	7.20
3.4									
JANNEY	3.1	4.55	5.59	11.16		3.49		f 8.00	7.10
3.1									
TO-R TRACY	0.0	4.50AM	5.55AM	11.12AM		3.45PM	7.35PM	7.55PM	7.00AM
(47.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
Time over District / Average speed per hour		(1.35) 30.00	(1.02) 45.97	(1.08) 41.91	(0.08) 25.50	(1.20) 35.62	(1.01) 46.72	(1.38) 29.08	(5.01) 9.47

EASTWARD / WESTWARD

Time Table No. 206

December 28, 1930

Capacity of sidings in car lengths	EASTWARD FIRST CLASS 146 San Ramon Mixed Leave Daily EX. SUNDAY	Distance from San Francisco	STATIONS	Distance from Radum	WESTWARD SECOND CLASS 145 San Ramon Mixed Arrive Daily EX. SUNDAY
45 Y	8.40AM	38.1	TO-R AVON	29.7	s 3.30PM
			2.9		
		41.0	GALINDO	26.8	
			1.5		
80 W	s 8.50	42.5	TO CONCORD	25.3	s 3.15
			0.7		
12	f	43.2	NACIO	24.6	
			1.9		
21	s 8.55	45.1	HOOKSTON	22.7	f 1.45
			0.7		
Interchange Track	f 9.00	45.8	LAS JUNTAS Sacramento Northern Ry. Crossing	22.0	f 1.40
			1.5		
		47.3	OXLEY	20.5	
			0.9		
24	s 9.10	48.2	TO WALNUT CREEK	19.6	s 1.30
			2.4		
	f	50.6	WIDBERO	17.2	
			2.0		
18	f 9.25	52.6	ALAMO	15.2	f 1.10
			2.2		
57	s 9.35	54.8	TO DANVILLE	13.0	s 1.00PM
			1.6		
10	f	56.4	OSAGE	11.4	
			1.3		
29 T	s 9.45AM	57.7	R SAN RAMON	10.1	10.05AM
			3.6		
		61.3	FOREST HOME	6.5	
			2.3		
71		63.6	DOUGHERTY	4.2	
			2.8		
31		66.4	ASCO	1.4	
			1.4		
I Y P		67.8	Western Pac. Crossing RADUM	0.0	
	Arrive Daily EX. SUNDAY		(29.7)		Leave Daily EX. SUNDAY
	(1.05) 18.09		Time over District / Average Speed per Hour		(5.25) 3.62

At San Ramon the schedule of No. 146 terminates at the east switch of siding.

AT AVON: No. 43 may occupy main track ten minutes before schedule leaving time as shown above, but Rule 99 must be complied with.

AT BYRON HOT SPRINGS No. 57 reduce speed to 10 miles per hour to dispatch newspapers.

AT BAY POINT: Eastward siding is the first track on bay side of the main track. Westward siding is the first track on the station side.

AT MARTINEZ: Siding is 2428 feet west of station extending 6036 feet westward.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS			ADDITIONAL REGULAR STOPS		
Train	At	For Passengers From or Beyond	Train	At	Frequency
55	Any Station	Los Angeles	49 57	Avon Byron Hot Springs	Saturday Only Monday Only

EASTWARD

Time Table No. 206
December 28, 1930

Capacity of sidings in car lengths	SECOND CLASS							FIRST CLASS									Distance from San Francisco	STATIONS
	242	246	802	280	240	278	254	74	80	96	38	92	502	32	90	210		
	Fresno Mdse. Freight	Fresno Freight	San Jose Local Freight	San Jose Local Freight	Ogden Portland Freight	Livermore Local Freight	Freight	Padre	Stockton	San Jose Passenger	Sacramento Passenger	San Jose Passenger	San Jose Passenger	Sacramento Passenger	San Jose Passenger	Sacramento		
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
								8.20PM	5.40PM	5.20PM	4.00PM	2.00PM	7.40AM	7.40AM	6.40AM	1.20AM	0.0	SAN FRANCISCO 3.5
								8.38	5.58	5.38	4.18	2.18	7.58	7.58	6.58	1.38	3.5	OAKLAND PIER
BKWI P								8.45PM	6.06PM	5.48PM	4.25PM	2.25PM	8.10AM	8.05AM	7.05AM	1.50AM	3.5	TO-R OAKLAND PIER 1.4 Cedar St. Crossing
Term. Yard BKWOITY P Interchange			8.15AM	7.20AM		4.10AM											4.9	TO-R WEST OAKLAND 1.0
																	5.9	Western Pacific Crossing 0.8
I P								s 8.54	s 6.12	s 5.55	s 4.33	s 2.32	s 8.20	s 8.12	s 7.12	s 1.57	6.7	OAKLAND (First Street) 1.6
P										f		f	f		f		8.3	EAST OAKLAND 1.4
I P								s 9.02	s 6.20	s 6.03	s 4.42	s 2.40	s 8.28	s 8.20	s 7.20	2.05	9.7	FRUITVALE 3.7
55 WP			8.45AM	7.50		4.35		9.10PM	6.28	s 6.11	4.49	f 2.47	s 8.37AM	f 8.27	s 7.27	2.13	13.4	TO-R ELMHURST End of Double Track 1.4
38 P				8.00		4.40			6.31	s **6.17**	f 4.52	s 2.50		s 8.31	s 7.30	s 2.16	14.8	TO SAN LEANDRO 0.7
										f		f			f		15.5	SOUTH SAN LEANDRO 1.0
										f	f	f		f	f		16.5	ESTUDILLO 1.0
40 P				8.15		4.50			6.35	s 6.25	f 4.57	s 2.57		f 8.36	s 7.37	2.20	17.5	TO LORENZO 2.6
100 WP				**8.25** **8.56**		5.00			6.39	s 6.32	s **5.03**	s 3.02		s **8.43**	s 7.45	s 2.25	20.1	TO HAYWARD 3.9
33 P				9.15		5.10			6.44	f 6.39	5.09	f 3.09		**8.51**	f 7.51	2.31	24.0	HALVERN 2.5
36 P				9.25		5.20			6.48	s 6.44	f 5.13	s 3.14		s 8.57	s 7.56	2.34	26.5	TO DECOTO 1.1
										f		f			f		27.6	PABRICO 1.6
Yard KWY P				9.40AM		5.30			s 6.53	s 6.50PM	s 5.21	s 3.21PM		s 9.05	s 8.01AM	s 2.44	29.2	TO-R NILES 2.5 W. P. Crossing
IY	8.50PM	8.00PM			6.20AM		1.25AM											TO-R NILES TOWER
74 P	9.00	8.15			6.30	5.50	1.40		6.58		5.28			f 9.12		2.49	31.7	FARWELL 1.9
																	33.6	BRIGHTSIDE 2.0
80 P	9.12	8.30			6.42	6.05	1.55		f 7.06		s **5.40**			s 9.20		2.58	35.6	TO SUNOL 2.8
														f			38.4	VERONA 2.5
79 P	9.27	8.45			6.57	6.25	2.10		f 7.14		s 5.49			s 9.29		3.08	40.9	TO PLEASANTON 1.1
I Y P																	42.0	RADUM 0.4
																	42.4	REMILLARD 0.6
Yard 248 P	9.34	8.55			7.05	6.50	2.20		7.17		5.52			f **9.33**		3.12	43.0	TO ELIOT 3.9
Yard 168 KW P	**9.47**	9.10			7.20	7.05AM	2.45		s 7.23		s 5.59			s 9.43		s 3.19	46.9	TO-R LIVERMORE 1.5
P														f			48.4	TREVARNO 2.1
80 P	10.02	**9.25**			7.35		3.00		7.29		6.07			f 9.50		3.28	50.5	ULMAR 4.5
97 WT P	10.17	9.45			**8.01**		**3.40**		7.37		f 6.16			s 9.59		**3.40**	55.0	TO ALTAMONT 4.5
74 P	10.32	10.05			8.20		4.10		7.46		6.26			f 10.09		3.50	59.5	CAYLEY 3.6
78 P	10.45	10.20			8.35		4.25		7.53		6.34			f 10.16		4.00	63.1	MIDWAY 5.6
30 P																	68.7	MEDAL 2.1
Term. Yard BKWOTY P	11.15PM	11.00PM			9.00AM		5.15AM		s **8.04**PM		s 6.45PM			s 10.27AM		s 4.15AM	70.8	TO-R TRACY
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(67.3)
	(2.25) 17.21	(3.00) 13.87	(0.30) 17.00	(2.20) 10.41	(2.40) 15.60	(2.55) 14.40	(3.50) 10.85	(0.25) 23.76	(1.58) 34.22	(1.02) 24.87	(2.20) 28.84	(0.56) 27.54	(0.27) 22.00	(2.22) 28.44	(0.56) 27.54	(2.25) 27.80		........Time over District ....Average Speed per Hour

Oakland Ferry (San Francisco – Oakland Pier). Double Track (Oakland Pier – Elmhurst). Automatic Block System (Oakland Pier – Tracy).

AT LIVERMORE: Eastward siding is opposite station extending 4600 feet westward. Westward siding is 2000 feet east of station extending 4000 feet eastward.

At Niles schedule time and train orders for westward trains via Decoto will apply at the junction switch located 550 feet west of the station building.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	For Passengers To or From
32	Bonita	Any Station
38	Tennyson	Saturday Only
90	Cherryland	Any Station
90-92-96	Cherry	Any Station
90-92-96	Harder	Any Station
90-92-96	Tennyson	Any Station

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS

Train	At	Frequency
38	Farwell	Saturday Only

No. 210 reduce speed at Sunol and Pleasanton sufficiently to enable safe dispatch of papers and mail.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	For Passengers Destined To or Beyond
80	San Leandro	Niles

Time Table No. 206

December 28, 1930

WESTWARD

		FIRST CLASS								SECOND CLASS	THIRD CLASS			
	Distance from Tracy	89	91	73	79	31	501	95	37	557	277	801	279	265
		San Francisco Passenger	San Francisco Passenger	Padre	Stockton	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	Livermore Local Freight	San Jose Local Freight	San Jose Local Freight	Freight
STATIONS		Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily
SAN FRANCISCO (Oakland Ferry) — 3.5	70.8	7.10AM	8.10AM	9.30AM	9.50AM	1.50PM	5.30PM	6.10PM	7.10PM	10.05PM				
OAKLAND PIER (Oakland Ferry)	67.3	6.52	7.52	9.12	9.32	1.32	5.12	5.52	6.52	9.47				
TO-R OAKLAND PIER (Double Track) — 1.4 — Cedar St. Crossing	67.3	s 6.40AM	s 7.42AM	s 9.02AM	s 9.28AM	s 1.25PM	s 5.05PM	s 5.45PM	s 6.47PM	s 9.35PM				
TO-R WEST OAKLAND — 1.0 — Western Pacific Crossing	65.9										12.30PM	2.30PM	3.10PM	
— 0.8	64.9													
OAKLAND (First St.) — 1.6	64.1	s 6.30	s 7.35	s 8.52	s 9.20	s 1.15	s 4.56	s 5.36	s 6.38	s 9.25				
EAST OAKLAND — 1.4	62.5	f												
FRUITVALE — 3.7	61.1	s 6.22	s 7.26	f 8.43	s 9.12	s 1.07	s 4.48	s 5.27	s 6.28	s 9.17				
TO-R ELMHURST — End of Double Track — 1.4	57.4	s 6.16	s 7.17	8.37AM	9.06	1.00	4.41PM	f 5.19	6.20	9.10PM	12.01PM	2.00PM	2.40	
TO SAN LEANDRO (Automatic Block System) — 0.7	56.0	s 6.13	s 7.12		9.04	f 12.57		s 5.17	f **6.17**		11.55AM		2.35	
SOUTH SAN LEANDRO — 1.0	55.3	f	f					f						
ESTUDILLO — 1.0	54.3	f	f					f						
TO LORENZO — 2.6	53.3	s 6.06	s 7.04		9.00	12.52		s 5.09	6.12		11.45		2.25	
TO HAYWARD — 3.9	50.7	s 5.59	s 6.56		**8.56**	s 12.47		s **5.03**	f 6.07		11.35		2.10	
HALVERN — 2.5	46.8	f 5.52	f 6.47		**8.51**	12.41		f 4.50	6.02		11.20		1.45	
TO DECOTO — 1.1	44.3	f 5.47	s 6.42		8.48	f 12.37		s 4.46	f 5.58		11.10		1.30	
PABRICO — 1.6	43.2		f					f						
TO-R NILES — 2.5 — W. P. Crossing	41.6	5.42AM	6.37AM		s 8.44	s 12.32		4.40PM	s 5.53		10.45		1.15PM	
TO-R NILES TOWER														11.10PM
FARWELL — 1.9	39.1				8.38	12.23			f 5.48		10.30			10.55
BRIGHTSIDE — 2.0	37.2													
TO SUNOL — 2.8	35.2				f 8.31	s 12.16			s **5.40**		10.15			10.35
VERONA — 2.5	32.4													
TO PLEASANTON — 1.1	29.9				s 8.24	s 12.07			s 5.27		9.55			10.15
RADUM — 0.4	28.8													
REMILLARD — 0.6	28.4													
TO ELIOT — 3.9	27.8				8.20	12.01PM			f 5.21		**9.33**			10.05
TO-R LIVERMORE — 1.5	23.9				s 8.15	s 11.54AM			s 5.15		8.30AM			**9.47**
TREVARNO — 2.1	22.4								f					
ULMAR — 4.5	20.3				8.09	11.45			f 5.07					**9.25**
TO ALTAMONT — 4.5	15.8				**8.01**	f 11.38			s 5.00					9.05
CAYLEY — 3.6	11.3				7.52	11.29			4.50					8.45
MIDWAY — 5.6	7.7				7.46	11.22			f 4.43					8.25
MEDAL — 2.1	2.1													
TO-R TRACY	0.0				7.36AM	11.12AM			4.33PM					**8.04PM**
(67.3)		Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily
Time over District / Average Speed per Hour		(0.58) 26.59	(1.05) 23.72	(0.25) 23.76	(1.52) 36.05	(2.13) 30.36	(0.24) 24.75	(1.05) 23.72	(2.14) 30.13	(0.25) 23.76	(4.00) 10.50	(0.30) 17.00	(1.55) 12.68	(3.06) 13.42

AT LIVERMORE: Eastward siding is opposite station extending 4600 feet westward. Westward siding is 2000 feet east of station extending 4000 feet eastward.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS

Train	At	For Passengers From or Beyond
37	Any Station West of Niles	Sunol

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	For Passengers To or From
89-91-95	Tennyson	Any Station
89-91-95	Harder	Any Station
89-91-95	Cherry	Any Station

At Niles schedule time and train orders for westward trains via Decoto will apply at the junction switch located 550 feet west of the station building.

No. 37 reduce speed at Hayward sufficiently to enable safe dispatch of mail.

Time Table No. 206 — December 28, 1930

Capacity of sidings in car lengths	EASTWARD — SECOND CLASS 280 San Jose Local Freight	EASTWARD — FIRST CLASS 96 San Jose Passenger	92 San Jose Passenger	94 San Jose Passenger	90 San Jose Passenger	Distance from San Francisco	STATIONS	Distance from San Jose	WESTWARD — FIRST CLASS 91 San Francisco Passenger	93 Niles Passenger	95 San Francisco Passenger	SECOND CLASS 245 Fresno Freight	THIRD CLASS 279 San Jose Local Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
Yard KWY P	11.00 AM	6.51 PM	3.22 PM	12.35 PM	8.02 AM	29.2	TO-R NILES	17.5	s 6.37 AM	s 8.35 AM	s 4.38 PM		12.01 PM
IY						29.7	0.5 — W. P. Crossing TO-R NILES TOWER	17.0				8.00 PM	
		f	f	f	f	30.6	0.9 OVERACKER	16.1	f	f	f		
37 P	11.15	s 6.58	s 3.29	s 12.42	s 8.09	32.8	2.2 IRVINGTON	13.9	s 6.29	f 8.28	s 4.29	7.45	11.50 AM
44 P	**11.35 AM**	f 7.05	f 3.36	f 12.49	f **8.21**	36.3	3.5 WARM SPRINGS	10.4	f 6.23	f **8.21**	f 4.21	7.30	**11.35**
42 P	12.05 PM	s **7.12**	s 3.43	s 12.56	s 8.28	40.7	4.4 TO MILPITAS	6.0	f 6.16	f 8.15	s 4.15	**7.12**	11.15
38 P	12.20	f 7.18	f 3.48	f 1.02	f 8.33	43.3	2.6 WAYNE	3.4	f 6.10	8.10	f 4.10	6.55	11.05
Term. Yard BKWOIT P	12.35 PM	s 7.25 PM	s 3.55 PM	s 1.10 PM	s 8.40 AM	46.7	3.4 TO-R SAN JOSE	0.0	6.05 AM	8.05 AM	4.05 PM	6.45 PM	10.55 AM
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(17.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
	(1.35) 11.05	(0.34) 30.88	(0.33) 31.82	(0.35) 30.00	(0.38) 27.63		Time over District Average Speed per Hour		(0.32) 32.81	(0.30) 35.00	(0.33) 31.82	(1.15) 14.00	(1.06) 15.91

Automatic Block System: Niles – San Jose.

Time Table No. 206 — December 28, 1930

Capacity of sidings in car lengths	EASTWARD — SECOND CLASS 242 Fresno Merchandise Freight	240 Ogden Portland Freight	254 Freight	FIRST CLASS 504 San Francisco Passenger	Distance from San Francisco	STATIONS	Distance from Niles	WESTWARD — THIRD CLASS 265 Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY				Arrive Daily
IWY P	7.50 PM		12.15 AM		26.2	TO-R REDWOOD JCT.	16.8	1.04 AM
					27.5	1.3 End of Double Track	15.5	
					28.0	0.5 SWEENY	15.0	
61 P	8.00		**12.25**		29.5	1.5 HENDERSON	13.5	**12.25**
P					30.9	1.4 RAVENSWOOD	12.1	
56 P	8.15		12.35	(See Note)	33.9	3.0 DUMBARTON	9.1	12.01 AM
Yard 108 WY P	8.30	5.55 AM	1.00	5.20 AM	37.2	3.3 TO-R NEWARK	5.8	11.40 PM
					39.0	1.8 MATTOS	4.0	
56 P	8.40	6.05	1.10	s 5.25	40.1	1.1 CENTERVILLE	2.9	11.25
74 P	8.44	6.10	1.15	5.30	41.7	1.6 SHINN	1.3	11.15
IY	8.50 PM	6.20 AM	1.25 AM		42.5	0.8 — W. P. Crossing TO-R NILES TOWER	0.5	11.10 PM
Yard KWY P				s 5.35 AM	43.0	0.5 TO-R NILES	0.0	
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY		(16.8)		Leave Daily
	(1.00) 16.80	(0.25) 13.92	(1.10) 14.40	(0.15) 23.20		Time over District Average Speed per Hour		(1.54) 8.84

Dble. Track: Redwood Jct. – End of Double Track. Automatic Block System: Redwood Jct. – Niles.

Time Table No. 206 — December 28, 1930

EASTWARD	Distance from San Francisco	STATIONS	Distance from Stonehurst	WESTWARD
	13.4	TO ELMHURST	0.9	
	14.3	0.9 — Western Pacific Crossing STONEHURST	0.0	

At Redwood Junction schedule time and train orders will apply at the end of double track.
At Newark the schedule of No. 504 originates at the passenger station.
At Newark schedule time and train orders on the Centerville-Redwood Junction line will apply at the Junction switch of the Centerville-Redwood Junction line and Elmhurst-Santa Clara line.
At Newark the siding of the Elmhurst-Santa Clara line is east of the station building. The siding of the Centerville-Redwood Junction line is west of the crossing of the Elmhurst-Santa Clara line.
At Niles schedule time and train orders for westward trains via Decoto will apply at the junction switch located 550 feet west of the station building.

Capacity of sidings in car lengths	EASTWARD SECOND CLASS	EASTWARD FIRST CLASS		Distance from San Francisco	Time Table No. 206 December 28, 1930		Distance from Santa Clara	WESTWARD FIRST CLASS			SECOND CLASS		THIRD CLASS
	802	74	502					503	73	501	239	557	801
	San Jose Local Freight	Padre	San Jose Passenger					San Francisco Passenger	Padre	San Francisco Passenger	Ogden Portland Freight	San Francisco Passenger	San Jose Local Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily			STATIONS		Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY
55 WP	8.45 AM	9.10 PM	8.37 AM	13.4	TO-R	ELMHURST	31.4		8.37 AM	f 4.41 PM		s 9.10 PM	2.00 PM
						2.1							
14	8.50		f 8.41	15.5		MULFORD	29.3			f 4.36		f 9.06	1.50
						2.3							
18 P	8.55		f 8.45	17.8		ROBERT	27.0			f 4.31		f 9.02	
						2.4							
77 WP	9.05	9.19	f 8.49	20.2		RUSSELL	24.6		8.27	f 4.26		f 8.58	1.35
						1.3							
26 P	9.20		s 8.52	21.5		MOUNT EDEN	23.3			s 4.23		s 8.55	1.05
						1.5							
9 Spur			f	23.0		BAUMBERG	21.8			f		f	
						2.3							
68 P	9.45	9.27	s 8.58	25.3	TO	ALVARADO	19.5		8.19	s 4.17		s 8.49	12.35
						0.9							
			f	26.2		HALL	18.6			f			
						2.2							
13	10.00		f 9.04	28.4		ARDEN	16.4			f 4.11		f 8.43	12.05 PM
						2.2							
Yard WYP	10.15	9.34	s 9.09	30.6	TO-R	NEWARK	14.2	s 5.20 AM	8.12	s 4.05	5.50 AM	s 8.39	11.45 AM
						2.2							
9			f	32.8		MOWRY	12.0	f		f			
						1.3							
88 P	**10.50**	9.39	f 9.17	34.1		ALBRAE	10.7	f 5.10	8.07	f 3.57	5.40	f 8.32	**10.50**
						1.4							
			f	35.5		MALLARD	9.3			f		f	
						1.0							
6 P			f	36.5		DRAWBRIDGE	8.3	f		f		f	
						2.6							
18 P	11.10		s 9.27	39.1		ALVISO	5.7	f 5.03		s 3.47	5.20	s 8.22	10.35
						2.6							
59 P	11.30	9.51	s 9.32	41.7	TO	AGNEW	3.1	s 4.58	7.55	s 3.42	5.10	s 8.18	10.20
						3.1							
Yard I P	11.45 AM	9.56 PM	s 9.37 AM	44.8		SANTA CLARA	0.0	4.51 AM	7.51 AM	3.37 PM	5.00 AM	8.13 PM	10.10 AM
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily			(31.4)		Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY
	(3.00) 10.47	(0.46) 40.96	(1.00) 31.40			Time over District / Average speed per hour		(0.29) 29.38	(0.46) 40.96	(1.04) 29.44	(0.50) 17.04	(0.57) 33.05	(3.50) 8.19

Automatic Block System (Elmhurst to Santa Clara)

At Newark the schedule of No. 503 terminates at the passenger station.

At Newark the siding of the Elmhurst-Santa Clara line is east of the station building. The siding of the Centerville-Redwood Junction line is west of the crossing of the Elmhurst-Santa Clara line.

Time Table No. 206

December 28, 1930

	EASTWARD					WESTWARD			
	SECOND CLASS						SECOND CLASS	THIRD CLASS	
Capacity of sidings in car lengths	290 Schellville Freight	262 Calistoga Freight	292 Santa Rosa Local Freight	Distance from San Francisco via Vallejo	STATIONS	Distance from Santa Rosa	293 Santa Rosa Local Freight	291 Schellville Freight	263 Calistoga Freight
	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
Yard BKWOYP	9.35AM	5.40AM	5.00AM	50.5	TO-R SUISUN-FAIRFIELD	50.0	4.10AM	2.00PM	2.30PM
					2.6				
				47.9	SUBEET	47.4			
					1.7				
33	9.45	5.50	5.10	46.2	THOMASSON	45.7	3.55	1.40	2.20
					1.4				
27 WP	9.50	5.55	5.15	44.8	TO CORDELIA	44.3	3.45	1.25	2.15
					3.8				
60 P	10.05	6.05	5.25	41.0	CRESTON	40.5	3.30	1.10	2.00
					3.7				
Yard 70 WYP	10.50	6.15AM	5.40	37.3	TO-R NAPA JUNCTION	36.8	3.10	12.55	1.50PM
					0.4				
				37.7	Napa Valley Ry. Crossing	36.4			
					0.4				
74				38.1	LOMBARD	36.0			
					2.7				
P				40.8	BRAZOS	33.3			
					1.5				
	11.05		5.55	42.3	BUCHLI	31.8	2.50	12.40	
					2.2				
				44.5	MERAZO	29.6			
					1.3				
	11.15		6.05	45.8	RAMAL	28.3	2.40	12.30	
					3.1				
				48.9	N. W. Pac. Ry. Crossing	25.2			
					0.4				
19 P Interchange	11.40AM		6.15	49.3	R SCHELLVILLE	24.8	2.25	12.05PM	
					3.1				
				52.4	SNYDER	21.7			
					1.4				
74 WP			6.30	53.8	TO EL VERANO	20.3	2.05		
					0.7				
				54.5	BOYES SPRINGS	19.6			
					1.0				
				55.5	AGUA CALIENTE	18.6			
					0.9				
				56.4	SOBRE VISTA	17.7			
					0.3				
				56.7	N. W. Pac. Ry. Crossing	17.4			
					0.2				
11				56.9	YULUPA	17.2			
					0.7				
2				57.6	ELDRIDGE	16.5			
					1.5				
				59.1	GLEN ELLEN	15.0			
					0.6				
				59.7	WARFIELD	14.4			
					1.4				
2				61.1	BELTANE	13.0			
					1.6				
				62.7	WILDWOOD	11.4			
					0.8				
21 P			7.07	63.5	TO KENWOOD	10.6	1.15		
					1.4				
				64.9	LAWNDALE	9.2			
					0.7				
2				65.6	LOS GUILICOS	8.5			
					1.3				
20				66.9	ANNADEL	7.2			
					1.6				
				68.5	OLESON	5.6			
					0.9				
15				69.4	MELITTA	4.7			
					1.9				
12 Spur				71.3	BAKU	2.8			
					2.8				
Yard 22 WTYP Interchange			8.20AM	74.1	TO-R SANTA ROSA	0.0	12.15AM		
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily		(50.0)		Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
	(2.05) 12.10	(0.35) 22.63	(3.20) 14.97		Time over District / Average speed per hour		(3.55) 12.74	(1.55) 13.04	(0.40) 19.80

	EASTWARD			WESTWARD
	SECOND CLASS			THIRD CLASS
Capacity of sidings in car lengths	262 Calistoga Local Freight	Distance from San Francisco	STATIONS	Distance from Calistoga	263 Calistoga Local Freight
	Leave Daily Ex. SUNDAY				Arrive Daily EX. SUNDAY
Yard BKWOT		30.0	TO-R SOUTH VALLEJO	41.7	
			4.4		
24		34.4	FLOSDEN	37.3	
			2.9		
Yard WY P	6.30AM	37.3	TO-R NAPA JUNCTION	34.4	1.45PM
			0.7		
		38.0	Napa Valley Ry. Crossing	33.7	
			3.0		
		41.0	RATTO	30.7	
			0.7		
		41.7	SUSCOL	30.0	
			1.1		
		42.8	ROCKTRAM	28.9	
			1.4		
		44.2	IMOLA	27.5	
			1.2		
		45.4	Napa Valley Ry. Crossing	26.3	
			0.1		
Yard 30 BKW	7.45	45.5	TO NAPA	26.2	12.50
			2.3 — Staff System		
6	7.55	47.8	UNION	23.9	12.05PM
			2.4		
12		50.2	OAK KNOLL	21.5	
			1.5		
9		51.7	TRUBODY	20.0	
			2.3		
22 W	8.10	54.0	TO YOUNTVILLE	17.7	11.50AM
			3.5		
27	8.20	57.5	TO OAKVILLE	14.2	11.35
			1.9		
19	8.30	59.4	TO RUTHERFORD	12.3	11.25
			1.8		
20	8.35	61.2	ZINFANDEL	10.5	11.20
			0.9		
15		62.1	THOMANN	9.6	
			1.5		
22	9.15	63.6	ST. HELENA	8.1	11.07
			0.9		
11		64.5	KRUG	7.2	
			0.8		
13		65.3	BARRO	6.4	
			2.2		
7 W		67.5	BALE	4.2	
			0.8		
16		68.3	LARKMEAD	3.4	
			0.7		
10 W		69.0	MAPLE	2.7	
			2.7		
Yard 10 WT	9.40AM	71.7	TO-R CALISTOGA	0.0	10.40AM
	Arrive Daily EX. SUNDAY		(41.7)		Leave Daily EX. SUNDAY
	(3.10) 10.86		Time over District / Average speed per hour		(3.05) 11.16

Crossover switch at west end of Union siding must be lined up for West Napa line and sidings must be kept clear between these switches.

EASTWARD / WESTWARD

Time Table No. 206

December 28, 1930

Capacity of sidings in car lengths	Distance from San Francisco	STATIONS	Distance from Union
	42.2	BUCHLI	8.6
		1.6	
	43.8	CARNEROS	7.0
		1.6	
18	45.4	STANLEY	5.4
		3.4	
24 WT	48.8	WEST NAPA	2.0
		1.3	
	50.1	Napa Valley Ry. Crossing	0.7
		0.7	
6	50.8	UNION	0.0
		(8.6)	
		Time over District	
		Average speed per hour	

Cross-over switch at west end of Union siding must be lined up for West Napa Line and siding kept clear between these switches.

EASTWARD / WESTWARD

Time Table No. 206

December 28, 1930

Capacity of sidings in car lengths	Distance from San Francisco	STATIONS	Distance from Wingo
	45.7	RAMAL	2.0
		2.0	
(Siding on N.W.P.Ry.)	47.7	WINGO	0.0
		(2.0)	
		Time over District	
		Average speed per hour	

Trains using siding of N. W. P. Railway at Wingo must observe Rule 99, and be governed by current Time Table N. W. P. Railway.

EASTWARD — FIRST CLASS / WESTWARD — SECOND CLASS

Time Table No. 206

December 28, 1930

	Capacity of sidings in car lengths	108 Rumsey Mixed	Distance from San Francisco		STATIONS	Distance from Rumsey	107 Elmira Mixed
		Leave Daily					Arrive Daily
BK WOY	101	9.25 AM	59.4	TO-R	ELMIRA	51.1	s 4.55 PM
					4.3		
	13	s 9.40	63.7	Block Signals	TO VACAVILLE	46.8	s 4.40
					1.9		
		f 9.45	65.6		VIOLET	44.9	f 4.07
					2.9		
	24	f 9.51	68.5		HARTLEY	42.0	f 4.00
					1.8		
		f 9.56	70.3		ALLENDALE	40.2	f 3.55
					3.7		
	20	f 10.04	74.0		WOLFSKILL	36.5	f 3.45
					2.0		
WT	23	s 10.10	76.0	TO	WINTERS	34.5	s 3.40
					4.3		
	16	f 10.20	80.3		NORTON	30.2	f 3.00
					2.3		
		f 10.25	82.6		ARROZ	27.9	f 2.52
					1.0		
	18	f 10.27	83.6		CITRONA	26.9	f 2.50
					3.2		
	20	s 10.40	86.8		MADISON	23.7	s 2.40
					3.1		
W	41	s 10.50	89.9	TO	ESPARTO	20.6	s 2.18
					2.0		
	20	s 11.15	91.9		CAPAY	18.6	s 2.00
					4.7		
	20	f	96.6		CADANASSA	13.9	f
					2.3		
		s	98.9		ECKHARD	11.6	s
					1.8		
	20	s 11.40	100.7		TANCRED	9.8	s 1.35
					2.6		
	20	f 11.50 AM	103.3		BERWICK	7.2	f 1.30
					1.0		
	3	f	104.3		AMARANTH	6.2	f
					1.3		
	21	s 12.10 PM	105.6	TO	GUINDA	4.9	s 1.25
					0.6		
	5	f	106.2		SAUTERNE	4.3	f
					1.7		
	20	f	107.9		CASHMERE	2.6	f
					2.6		
WT	19	s 12.40 PM	110.5	R	RUMSEY	0.0	1.10 PM
		Arrive Daily			(51.1)		Leave Daily
		(3.15)			Time over District		(3.45)
		15.72			Average speed per hour		13.63

ADDITIONAL STOPS:—Nos. 107 and 108 at Paddon (m. p. 67½) on signal.

SPECIAL INSTRUCTIONS

"SAFETY"

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco.

Oakland......H. Bullard (1788 Seventh Street)	Crockett......H. L. Whited
Oakland......W. A. Hurst (214 Easton Building)	Vallejo......G. E. Bangle Co.
Oakland......E. W. Becker (3357 E. 14th St.)	Santa Rosa......John Hood Co.
Alameda......A. O. Gott	Winters......C. E. Wyatt
Berkeley......W. R. Burke (2199 Shattuck Avenue)	Sacramento....H. T. Harger, 1022 K St.
Berkeley......Ernest L. Dorrett (1823 Solano Avenue)	Roseville......H. T. Harger
Richmond......O. A. Poulsen	Martinez......John G. Beard
	Tracy......R. Von Dack & Son
	Livermore......C. Harlie Power
	San Jose......Kochers, 169 So. First St.
	San Jose.W. H. Turick, 275 So. First St.

RULE 14 (d). As specified below, four long, one short sounds of whistle will be indication that flagman may return from West as prescribed by Rule 99.

Between Oakland, 16th Street Station and Shellmound Tower, trains on Track No. 2.

Martinez, Trains on Tracy line.

Newark, Santa Clara } Trains on Elmhurst-Santa Clara line.

RULE 14 (e). As specified below, six long sounds of whistle will be indication that flagman may return from East as prescribed by Rule 99.

Between San Pablo and Oakland, 16th Street Station, trains on Track No. 1.

Between Port Costa and Mile Post 28.2 trains on Working Track.

Martinez, trains on Tracy line.

Elmhurst, Newark, Santa Clara } Trains on Elmhurst-Santa Clara line.

Niles, trains on Milpitas line.

Napa Junction, trains on Santa Rosa line.

Suisun-Fairfield, trains on Napa Junction line.

Davis, trains on Woodland line.

RULE 14 (1). Whistle signal must be sounded and bell kept ringing when entering or leaving the Sugar Co.'s yard at Alvarado or approaching their road crossing.

RULE 72 AND 73. Trains between Oakland Pier and Elmhurst will move irrespective of time table superiority, when moving with the current of traffic. Freight trains must avoid delaying passenger trains. Freight trains or Yard Engines must not leave West Oakland unless they have five minutes or more to clear a first class train moving in the same direction.

Rule S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A).

At the following stations, only trains originating and terminating will register:

Davis, Schellville, Port Costa, Livermore, Avon

At Martinez only westward trains and trains originating and terminating will register.

Extra trains will register at Newark and Napa Junction.

Extra trains will register at Niles except extra trains between Tracy and Newark and between Tracy and San Jose.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Elmhurst	Regular Trains
Niles	Nos. 79 and 80
Niles Tower	All Trains
Newark	Nos. 73 and 74
Redwood Junction	All Trains
Martinez	Westward Trains

RULE 83 (D). Trains must obtain a clearance before leaving:

Napa Junction	All Trains.
Niles	All trains except trains between Tracy and Newark and between Tracy and San Jose.
Newark	All Trains.

RULE 93. Oakland Yard: Between Oakland Pier and yard limit sign east of South San Leandro and yard limit sign east of Elmhurst on Elmhurst-Santa Clara line, Stonehurst, San Pablo, including Richmond Transfer and Richmond Belt Railway and East Bay Electric lines.

Port Costa Yard: Extends from Mile Post 28.2 west of Crockett to Mile Post 37.2 west of Avon, Martinez to Benicia Junction and Benicia Junction to Benicia.

Yard limits are defined by yard limit signs at the following stations:

Suisun-Fairfield	South Vallejo	Bay Point	Newark
Davis	Napa Junction	Pittsburg	Niles
Sacramento	Napa		Eliot
	Calistoga		Livermore
	Santa Rosa		

RULE 97 (A). On double track between Oakland Pier and Sacramento and Oakland Pier and Elmhurst, trains may run extra, moving with the current of traffic without running orders.

RULE 98. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS WILL BE AS FOLLOWS:

Elmhurst (end of double track)—For Eastward track.

Whistle Signals:—For Santa Clara line, one short, two long.
For Tracy line, one long, one short, one long.
For Stonehurst line, one short, one long, one short.

Martinez. The junction switch of the eastward tracks is located 614 feet east of Martinez passenger station, and the normal line-up will be for the Bridge line. Train-order operator will handle this switch for eastward trains via Tracy line.

The junction switch of the westward tracks is located 1580 feet east of Martinez passenger station, and the normal line-up will be for the Bridge line. This is an oil buffer spring switch.

Crossover located 300 feet east of Signal SA 346 near east end of the bridge will be known as "Upper Crossover."

Crossover located 2700 feet east of Mile Post 35 near foot of grade on eastward track will be known as "Lower Crossover."

Whistle Signals:—For the Bridge line, one short, two long.
For Tracy line, one long, one short, one long.

Mococo (end of double track)—For westward track.

This is an oil buffer spring switch. Eastward trains will trail through it.

RAILROAD CROSSINGS NOT INTERLOCKED:

Napa Valley Railway, 1900 feet east of Napa Junction on Santa Rosa line, STOP.
Napa Valley Railway, 3600 feet east of Napa Junction on Calistoga line, STOP.
N. W. Pac. Railway, 2200 feet west of Schellville, STOP.
N. W. Pac. Railway, 1000 feet west of Yulupa, STOP.
Napa Valley Railway, 3200 feet west of Union, on Buchli-Union line, STOP.
Napa Valley Railway, 600 feet west of Napa, on Calistoga line, STOP.
Sacramento Northern Railway, 4000 feet east of Hookston on Avon-Radum line, STOP.
Western Pacific Railway, between Elmhurst and Stonehurst, STOP.

DRAWBRIDGES INTERLOCKED OR GOVERNED BY BLOCK SIGNALS:

Martinez-Benicia Bridge	Suisun Bay.
Sacramento	Sacramento River.
Cygnus	Cordelia Slough.
Avon	Pacheco Slough.
Dumbarton	San Francisco Bay.
West of Newark	Newark Slough.
Between Albrae and Alviso	Warm Springs Creek. Coyote Creek.
Brazos	Napa River.

DRAWBRIDGE NOT INTERLOCKED:

1000 feet west of Wingo Junction switch.—Steamboat Slough, STOP.

TRAIN AND AIR INSPECTION

AIR BRAKE RULE 16. Running air brake test must be made:

Oakland, 16th St.—Westward trains for Oakland Pier.
Also equipment being handled between Oakland Pier and West Oakland.

AIR BRAKE RULE 17. Standing air brake test must be made at:

Oakland Pier	Equipment for West Oakland.
West Oakland	Equipment for Oakland Pier.
Altamont	All trains except passenger trains.
Napa Junction	Trains via Cordelia.
Cordelia	Eastward trains that stop.
Creston	All trains except passenger trains.

At Davis Air Brake Rules 16 and 17 will not apply to a passenger train from the Woodland line unless the brake pipe has been separated, engine or cars added or crew changed.

Car Department forces must blow water out of yard air line by opening supply pipe valve fully and suddenly before coupling to any train brake pipe.

At all terminals upon arrival of freight trains the hose on the first five head end cars must be uncoupled, after which the brake pipe on each of these cars must be thoroughly blown out consecutively from an engine or yard air line.

Before coupling locomotive to any train at any time, brake pipe must be blown out at angle cock on end of locomotive next to train, by opening angle cock fully. During the blowing out the engineer must put his brake valve handle in release position.

Whenever any cars are set out en route the brake pipe must be blown out from the head end of the cars set out and angle cock left open.

USE OF RETAINING VALVES ON FREIGHT TRAINS

On grades where retaining valves are used, the following will apply:

1.4% to 1.5%	inclusive one retaining valve for every	150	Ms in train
Over 1.5% to 1.8%	" " " " " "	140	" " "
Over 1.8% to 2.2%	" " " " " "	120	" " "
Over 2.2%	" " " " " "	100	" " "

Speed of freight trains must not exceed 25 M. P. H. For the first five miles time consumed in traveling any one mile must not be less than three minutes.

These instructions will not affect the speed where maximum now specified is lower.

RULE 827.

The maximum distance a freight train may run without stopping for inspection is 50 miles.

AUTOMATIC BLOCK SYSTEM

When stopped by a block signal which governs movement over a drawbridge, train must be preceded by flagman over drawbridge.

STAFF SYSTEM

RULES 726 TO 736 INCLUSIVE:

The main track between Third Street and Calistoga Avenue, Napa, for a distance of 7200 feet used jointly by Southern Pacific Company and San Francisco, Napa and Calistoga Railway.

Switches at above location must be lined up for the San Francisco, Napa and Calistoga Railway.

RULE 516. Overlaps are located at:

Bay Point	Eastward trains.
Nichols (150 ft. east of west switch)	Eastward trains.
Newark (500 feet west of east switch, Elmhurst-Santa Clara line)	Westward trains.
Wayne (Highway Crossing)	Eastward trains.
Hayward (1000 feet east of signal 187)	Westward trains.
Livermore (1275 feet east of signal 473)	Westward trains.
Livermore (850 feet west of signal 470)	Eastward trains.

INTERLOCKING

Movements governed by short-arm or dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes.

On double track within the limits of Oakland yard signal operator may arrange to move trains from one tower to another against the current of traffic, after having an understanding by telephone for each movement. Before moving trains against the current of traffic signal operator must know that track to be used is clear of opposing engines and trains.

Limits of Martinez-Benicia Bridge interlocking plant extend as follows:

BRIDGE ZONE

On westward track from westward home signal 800 feet east of draw span to eastward dwarf signal 550 feet west of draw span.

On eastward track from eastward home signal 550 feet west of draw span to westward dwarf signal 800 feet east of draw span.

EAST END ZONE

On eastward track from signal SA 346 near Upper Crossover to westward dwarf signal at east switch of Lower Crossover.

Telephones connecting with interlocking station are located at Upper Crossover and at Lower Crossover.

Westward trains and engines intending to move from running track through lower crossover against the current of traffic on eastward main track to upper crossover must not throw either switch of lower crossover until signal operator on bridge has been communicated with and his permission given by display of clear indication in switch indicator located at east switch of crossover. Switches may then be thrown and the movement will be governed by indication of interlocking dwarf signal at east switch of crossover. This dwarf signal will remain dark until one of the crossover switches is thrown whereupon it will indicate "Stop." After second switch of crossover is thrown it will indicate "Proceed" providing signal operator has cleared it.

Trains and engines moving westward on eastward main track through upper crossover will first call signal operator on phone unless switch indicator at east switch of crossover shows clear indication. If indicator shows clear indication switches may be thrown and movement will then be governed by automatic dwarf signal 345.

Limits of Martinez Station Interlocking Plant extend as follows:

On westward tracks of Tracy line and Bridge line, from westward home signals 2400 feet east of passenger station to westward signal No. 343 at east switch of West Siding. The two signals, one directing the movement of the Tracy westward main track and the other directing movement of the bridge westward main track, will be operated by the operator in the Martinez train-order office.

Telephones connecting with interlocking station are located at each end of interlocking limits.

OAKLAND PIER TOWER

Limits extend eastward to signal bridge 102 on tracks 1, 2, 3 and 4, and to signal bridge 105 on tracks 5, 6, 7, 8, 9 and 10.

When siren whistle on Oakland Pier tower is sounded all engines and trains moving within district controlled by this tower must stop and await proper signal.

The last signal which a train may receive entering any track at Oakland Pier is a double arm home and distant dwarf signal. If home signal is in proceed position and distant signal at caution it indicates train is entering track occupied by cars. Responsibility for collision will rest with train entering.

SIXTEENTH STREET TOWER—Oakland

Limits extend from signal bridge 200 to signal bridge 201.

Yard engines must obtain permission from signal operator before doing work on Cedar Street.

Whistle signal for movement to West Oakland yard, one short, two long.

Enginemen, trainmen and yardmen on electric line may accept hand signal from tower window to move against fixed signals.

SHELLMOUND TOWER

Limits on main tracks extend from signal bridge 205 to signal bridge 206.

Whistle signal for westward trains approaching Shellmound tower on track No. 2, for West Oakland yard, one short, two long.

WEST OAKLAND TOWER—First and Cedar Streets, Oakland

Limits on First Street main tracks extend from signal bridge 111 to signal bridge 112.

Cedar Street single track is controlled by West Oakland and 16th Street towers. Trains will use this track against opposing trains on receiving signal.

MAGNOLIA TOWER—First and Chestnut Streets, Oakland

Limits on eastward main track extend from home signal 1600 feet west of Western Pacific crossing to dwarf signal 200 feet east of crossing, on westward main track from home signal 500 feet east of Western Pacific crossing to dwarf signal 480 feet west of crossing.

FRUITVALE TOWER—Fruitvale

Limits on main track extend from signal bridge 123 to signal bridge 127.

DAVIS TOWER

Limits on double track extend from home signal 1200 feet west of tower to signal bridge, 1700 feet east of tower, on Woodland line to signal bridge 1200 feet north of tower.

Whistle signal to and from Sacramento, for the Woodland line, one short, two long.

Whistle signal for Western Division, eastward trains desiring to enter siding at Davis, one long, one short, two long.

MIKON TOWER—Crossing Sacramento Northern Railway

RADUM TOWER—Junction of Niles-Tracy line and Radum-Avon line

Limits on main track extend from home signal at west Wye switch to home signal at east Wye switch and on Radum-Avon line to home signal at Wye switch.

No signal operator at Radum Tower.

Normal position of the interlocking signals for the Niles-Tracy line and Western Pacific main track will be in proceed position in both directions.

If necessary to make a train movement from Niles-Tracy line to Radum-Avon line, or vice versa, it will be necessary to call the signal maintainer who resides on opposite side of track from the tower. He will operate signals and switches for such movements.

If a train on the Niles-Tracy line should find the interlocking signals in the "stop" position, it will flag through the limits of inoperative signal.

NILES TOWER—Crossing of Western Pacific Ry.

Limits extend from the junction switch of the Oakland-Tracy line to the junction switch of the Centerville-Redwood Junction line and from the Niles-San Jose Junction switch to the junction switch of the San Jose-Centerville-Redwood Junction line.

Whistle Signals:—For San Jose, one short, two long.
For Centerville, one long, one short, one long.
For Niles, one short, one long, one short.
For Tracy, one long, one short, one long, one short.

Engines leaving trains and running light into Niles yard for water, one short, one long, one short, one long.

MISCELLANEOUS

Two yardmen must be with engine when handling two cars or more at Oakland Pier. In no instance shall both yardmen ride on the same platform.

Headlights of engines standing at the end of wharf at Oakland Pier must be concealed when steamers are entering slip. Headlights of eastward trains must be concealed while standing at Oakland Pier and must be dimmed until Oakland Pier tower has been passed.

A yard engine must be protected before crossing Western Pacific Ry. on Stonehurst line and at Third and Fallon Streets, and San Francisco & Oakland Terminal Ry. at Ward Street on Shattuck Avenue line and Parker Street on Ninth Street line.

But one train should occupy Broadway Station or tracks between Washington and Franklin Streets at the same time. If necessary for two trains to occupy this territory, but one train at a time should be moving. Passenger trains must be given preference.

Electric trains have preference over main line trains at Fruitvale.

The working track between Port Costa and Mile Post 28.2 west of Crockett may be used by westward freight trains, displaying markers as per Rule 19, same as though running against current of traffic.

Engines or trains using the wye at Napa Junction must approach from the Suisun-Fairfield line and go around via the Calistoga line.

Between the hours of 9 P. M. and 6 A. M. engine bells must not be rung except in emergency while passing through or switching in city limits of Napa.

Trains must not pass the switchtender's cabin at east end of Sacramento River bridge, Sixth, Seventh and Fifteenth Streets, Sacramento, without receiving signal to proceed.

MAIN TRACKS

Main tracks between Oakland Pier and Bay Street (Oakland), numbering from the north, are designated as 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10, and used as follows:

No. 1—Westward Trains, via Oakland (Sixteenth Street).
2—Eastward Trains, via Oakland (Sixteenth Street).
3—Westward Electric Trains, via Oakland (Sixteenth Street).
4—Eastward Electric Trains, via Oakland (Sixteenth Street).
5—Westward Electric Trains, via Seventh Street.
6—Eastward Electric Trains, via Seventh Street.
7—Westward Trains, via Oakland (First Street).
8—Eastward Trains, via Oakland (First Street).
9—Westward running track from passenger yard (First Street).
10—Eastward running track to passenger yard (First Street).

Main tracks between Oakland 16th Street and Shellmound Tower, numbering from the Bay, are designated as 1, 2, 3, 4, 5, and 6, and used as follows:

No. 1—Westward Freight Trains.
2—Eastward Freight Trains.
3—Westward Passenger Trains.
4—Eastward Passenger Trains.
5—Westward Electric Trains.
6—Eastward Electric Trains.

Main tracks between Shellmound Tower and San Pablo, numbering from the Bay, are designated as 1, 2 and 3, and used as follows:

Track No. 1 is the first track from the Bay and extends from Oakland 16th Street to the east end of San Pablo yard and may be used by westward freight trains displaying markers as per Rule 19 the same as though running against the current of traffic.

Track No. 2 is the second track from the Bay, and extends from Shellmound Tower to Port Costa and will be used by westward trains.

Track No. 3 is the third track from the Bay, and extends from Shellmound Tower to Port Costa and will be used by eastward trains.

Tracks between East Oakland and Sather will be designated as 1, 2, 3 and 4 and used as follows:

No. 1—Westward Electric Trains.
2—Eastward Electric Trains.
3—Westward Steam Trains.
4—Eastward Steam Trains.

SPEED RESTRICTIONS

MAXIMUM SPEED OF ANY PASSENGER TRAIN MUST NOT EXCEED 50 MILES PER HOUR, EXCEPT THAT BETWEEN SACRAMENTO AND SUISUN-FAIRFIELD, KRIEGER AND BERKELEY-UNIVERSITY AVENUE AND TRACY AND EAST SWITCH BAY POINT THE MAXIMUM SPEED MUST NOT EXCEED 60 MILES PER HOUR UNLESS WATER CAPACITY OF ENGINE TENDER IS LESS THAN NINE THOUSAND GALLONS WHEN THE MAXIMUM SPEED OF 50 MILES PER HOUR MUST NOT BE EXCEEDED.

MAXIMUM SPEED OF ANY FREIGHT OR MIXED TRAIN AT ANY POINT MUST NOT EXCEED 35 MILES PER HOUR, EXCEPT BETWEEN SACRAMENTO AND SUISUN-FAIRFIELD, KRIEGER AND BERKELEY-UNIVERSITY AVE., AND TRACY AND EAST SWITCH BAY POINT SPEED OF FREIGHT AND MIXED TRAINS IS RESTRICTED TO 40 MILES PER HOUR.-

NO PASSENGER TRAIN SHALL EXCEED A SPEED OF 40 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG. AND 30 MILES PER HOUR AROUND CURVES OF OVER 6 DEG., AND BETWEEN POINTS WHERE MAXIMUM SPEED IS 60 MILES PER HOUR SHALL NOT EXCEED A SPEED OF 50 MILES PER HOUR AROUND CURVES OF LESS THAN 5 DEGREES.

NO FREIGHT OR MIXED TRAIN SHALL EXCEED A SPEED OF 30 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG., AND 25 MILES PER HOUR AROUND CURVES OF OVER 6 DEGREES.

MAXIMUM ALLOWABLE SPEED OF 2-10-2 ENGINES IN PASSENGER SERVICE WILL BE AS FOLLOWS:
(a) Tangent track—45 miles per hour.
(b) Type F1 (Nos. 3600 to 3652 incl.). Restricted to same speeds on curves as applicable to other passenger power.
(c) Type F3-F4-F5 (Nos. 3653 upward). Restricted to 25 miles per hour on curves of 7 to 10 degrees, inclusive, and on curves of less than 7 degrees subject to same restrictions applicable to engines of lighter type.

MAXIMUM ALLOWABLE SPEED OF CONSOLIDATED, MOGUL AND MIKADO ENGINES (57-INCH DRIVERS) IN PASSENGER SERVICE WILL BE 45 MILES PER HOUR.

TRAINS MUST NOT EXCEED THE SPEED IN MILES PER HOUR AS SHOWN IN THE FOLLOWING TABLE:

Page	BETWEEN	Passenger	Freight	Engine Backing
.....	Through interlocking limits, with caution....	....	....	....
.....	Through crossovers and turnouts............	10	10	10
.....	When shoving or backing passenger equipment	15	....	15
2, 3, 4, 5	Within limits Shellmound Tower...........	40	25	15
3	No. 9 passing Richmond...................	12	....	....
2, 3, 4, 5	San Pablo and Oakland, 16th St., on Track No. 1	....	15	....
2, 3, 4, 5	Kreiger and Port Costa on curves..........	40	30	20
2, 3, 4, 5	On curve at slide just west of Selby.........	30	20	10
2, 3, 4, 5	Port Costa and Mile Post 28.2 on working track	....	15	....
2, 3, 4, 5	Port Costa and Martinez..................	45	30	20
6, 7	Martinez to Bridge Summit................	40	30	20
6, 7	Martinez-Benicia Bridge..................	30	20	15
6, 7	Benicia Junction to Bridge Summit..........	40	30	20
6, 7	Suisun-Fairfield Yard.....................	30	20	10
6, 7	Davis Yard..............................	30	20	10
6, 7	Trestle 81-A, Webster and Mikon..........	50	....	....
6, 7	Sacramento Northern Ry. Crossing..........	40	25	15
6, 7	Sacramento drawbridge...................	20	20	20
8, 9	End of Double Track Mococo to Martinez Westward Track..........................	30	20	15
9	Avon and Concord........................	30	18	15
9	Concord and Alamo.......................	30	25	15
9	Alamo and San Ramon.....................	30	18	15
9	San Ramon and Radum.....................	40	25	20
10, 11	Halvern and Alvarado.....................	10	10	10
10, 11	Niles and Mile Post 34.5..................	35	25	15
10, 11	Mile Post 61 and Midway..................	40	25	15
12	Newark and Redwood Junction, except:......	30	20	15
12	Newark Slough and Dumbarton drawbridges..	15	15	10
12	Dumbarton Salt Spur.....................	8	8	8
12	Ravenswood Spur.........................	8	8	8
12	Niles and San Jose via Milpitas............	40	25	20
12	Niles and San Jose via Milpitas 2-10-2 engines	20	20	20
12	San Jose Yard............................	20	20	20
12, 13	Newark Yard.............................	15	15	15
13	Warm Springs and Coyote drawbridges.......	15	15	10
13	Distillery Spur, Agnews...................	....	6	6
14	South Vallejo and Napa Jct................	....	30	20
14	Napa Junction and Napa..................	40	25	20
14	Napa and Calistoga.......................	40	25	20
14	Napa Junction and Cordelia................	40	25	20
14	Cordelia Winery Spur.....................	10	10	10
14	Cordelia and Suisun-Fairfield..............	....	25	20
14	Napa Junction and Santa Rosa, except:......	40	25	20
14	Napa River drawbridge....................	15	15	10
15	Elmira and Violet........................	40	25	20
15	Violet and Rumsey.......................	30	25	20
15	Buchli and Union........................	30	20	15
15	Ramal and Wingo.........................	10	10	10

SPEED OF TRAIN REGULATED BY ORDINANCE THROUGH CITY LIMITS

Page	STATION	Passenger M.P.H.	Freight M.P.H.	Engine Backing M.P.H.
2, 3, 4, 5	Oakland, over, along or upon any of the public streets or highways.........................	22	22	20
2, 3, 4, 5	Berkeley, University Ave..................	10	10	10
2, 3, 4, 5	Port Costa..............................	30	20	20
2, 3, 4, 5; 6, 7; 8, 9	Martinez................................	20	20	20
6, 7	Dixon..................................	30	30	20
6, 7	Washington.............................	20	20	20
8, 9	Pittsburg...............................	25	25	20
10, 11	Oakland, over, along or upon any of the public streets or highways.........................	22	22	20
10, 11	Oakland, 23rd Avenue....................	8	8	8
10, 11	Oakland, 29th Avenue....................	20	20	20
10, 11	Pleasanton..............................	15	15	15
10, 11	Livermore...............................	10	10	10
13	Alviso..................................	35	25	15
14	Napa...................................	8	8	8
14	St. Helena..............................	12	12	12
14	Santa Rosa..............................	5	5	5
15	Capay..................................	10	10	10

Relief Trains with steam derricks must not exceed a maximum speed of 25 miles per hour.

Speed of trains carrying locomotive crane with boom in place, must not exceed a maximum speed of 25 miles per hour on straight track and 15 miles per hour around curves, and on branch lines. Locomotive cranes must be handled in trains with heavy end forward.

Approach crossing of Seventh Street, near Roundhouse, West Oakland, carefully to make sure gates are down and vehicle traffic stopped.

Engines must not exceed speed of 4 miles per hour over crossing at West Oakland roundhouse receiving track near oil column.

	LIGHT ENGINES			LIGHT ENGINES	
	Running Forward	Running Backward		Running Forward	Running Backward
2-10-2 Type	40	20	Mogul	35	20
Pacific Type	40	20	Atlantic Type	40	20
Mikado	40	20	Consolidation	30	20
Eight Wheelers	45	20	Mallet	25	20
Ten Wheelers	45	20	Yard Engines	20	20
	Running Forward	Running Backward			
Motor Cars	40	20			

DISABLED ENGINES

When main rod only is removed........................30 mph
When side rods only are removed........................30 mph
When both main and side rods are removed........................20 mph

The maximum speed when trailing through or heading through oil buffer spring switches is 25 miles per hour.

Train trailing through and stopping on oil buffer spring switch point must not make reverse movement, nor take slack until switch has been thrown by hand.

When necessary to throw switch by hand, the switch stand should be operated slowly, keeping a steady pressure on drop lever.

Running switches are prohibited through any oil buffer spring switch.

Blow-off cocks, sanders or injectors must not be used and boosters not started passing over oil buffer spring switches.

RULE 509 is supplemented as follows:

When a block signal in advance of facing point of an oil buffer spring switch indicates stop, careful examination of switch must be made before passing over it.

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

SPEED TABLE

SPEED per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile per Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10.00	24	2.30	37	1.37	49	1.13
8	7.30	25	2.24	38	1.34	50	1.12
10	6.00	26	2.18	39	1.33	51	1.10
12	5.00	27	2.13	40	1.30	52	1.09
15	4.00	28	2.08	41	1.27	53	1.08
16	3.45	29	2.04	42	1.25	54	1.06
17	3.31	30	2.00	43	1.23	55	1.05
18	3.20	31	1.56	44	1.21	56	1.04
19	3.09	32	1.52	45	1.20	57	1.03
20	3.00	33	1.49	46	1.18	58	1.02
21	2.51	34	1.45	47	1.16	59	1.01
22	2.43	35	1.42	48	1.15	60	1.00
23	2.36	36	1.40				

The above are prescribed as maximum speeds, to be suitably reduced as local conditions may require.

STRUCTURES LESS THAN STANDARD CLEARANCE

Mile Post	EAST OF	DESCRIPTION	
		OAKLAND PIER—TRACY VIA MARTINEZ	
	Oakland Pier	Posts supporting shed	Side
	Oakland Pier	Freight Slip	Side
5.5	Oakland, 16th St.	Structures of Pacific Coast Canning Co	Side
6.6	Emeryville	Structures on track No. 6 between signal bridges 204 and 205	Side
6.6	Emeryville	Transmission Pole 1770 near switch leading to Judson Iron Works	Side
6.6	Emeryville	Machine shops Judson Iron Works	Overhead and Side
6.6	Emeryville	Umphred Warehouse	Side
7.5	Stock Yards	Corral platform	Side
7.5	Stock Yards	Fertilizer spur	Side
13.1	Stege	Buildings end of track No. 2	Side
14.5	Richmond	A. T. & S. F. Crossing	Overhead and Side
16.5	San Pablo	A. T. & S. F. Crossing	Overhead and Side
16.6	San Pablo	Eastward & Westward Water Columns	Side
19.3	Giant	Wagon bridge	Overhead and Side
26.5	Oleum	Loading racks, Union Oil Co	Side
26.7	Oleum	Tunnel No. 1	Overhead and Side
27.7	Tormey	Tunnel No. 2	Overhead and Side
29.0	Crockett	Sugar Co. warehouse	Side
29.0	Crockett	Cal. Haw. S. R. Co	Overhead
30.1	Eckley	Platforms of brick company	Side
30.5	Port Costa	Buildings; Bankers, California and Grangers Warehouse	Side
31.8	Nevada Dock	Platforms of brick company	Side
31.8	Nevada Dock	Long and short cable, empty and house track No. 1	Side
34.7	Martinez	Warehouse, Anderson Co.—Cars to be left outside	Overhead and Side
43.2	Nichols	Wagon bridge	Overhead
43.2	Nichols	A. T. & S. F. Ry. crossing	Overhead and Side
43.2	Nichols	General Chemical Co., ore house on spur	Side
46.5	Shell Point	Tracks Nos. 1 and 7	Overhead and Side
		MARTINEZ—SACRAMENTO	
38.0	Benicia Junction	Water tank spout	Side
59.4	Elmira	Warehouse	Side
88.3	Washington	Sacramento River bridge	Side
		OAKLAND PIER—TRACY VIA NILES	
	Alameda	Park Street crossing, wires	Overhead
	Oakland Pier	Posts supporting shed	Side
4.9	West Oakland	Buildings and platform at Creosote Works	Overhead and Side
4.9	West Oakland	Freight platforms and tracks, Kirkham St., freight yards	Side
7.0	Oakland, 1st St.	Warehouse track, Howard Co	Side
7.2	Oakland, 1st St.	Building Sunset Lumber Co	Overhead and Side
9.0	23rd Avenue	Pacific Wire and Steel Co. spur	Side
9.0	23rd Avenue	California Cotton Mills	Overhead and Side
9.0	23rd Avenue	California Pottery Co., spur and buildings	Side
9.7	Fruitvale	Steel bridge over estuary	Wires Overhead and Side
10.3	Sather	Chlorox Chemical Company spur	Overhead and Side
20.1	Hayward	Hunt Bros., canneries	Side
29.2	Niles	New bunkers of Niles Sand and Gravel Co	Side
42.4	Remillard	Platform and shed, Remillard Brick Co	Side
46.9	Livermore	Livermore Brick Co., shed and loading platform over high line track	Overhead and Side
		ELMHURST—SANTA CLARA	
41.7	Agnew	Track leading into distillery	Overhead and Side
		AVON—RADUM	
44.6	Nacio	Bridge	Overhead and Side
45.8	Las Juntas	Trolley wire, Interchange track	Overhead
57.0	Osage	Bridge	Overhead and Side
66.4	Asco	Beet loading chute	Side
		SUISUN-FAIRFIELD AND SOUTH VALLEJO—SANTA ROSA—CALISTOGA	
37.3	Napa Jct.	Sheds over platforms on the two northerly spurs of Portland Cement Co.	Overhead and Side
46.2	Thomasson	E. B. & A. L. Stone Co., rock crushing plant center track (spur)	Overhead and Side
62.1	Thomann	Fence, Sutter Home Winery	Side
53.7	E. Verano	Water tank spout	Side
74.0	Santa Rosa	Water tank spout	Side
74.0	Santa Rosa	Cars standing on west end of back track at Santa Rosa will not clear man on side of car being switched on west end of siding.	
45.5	Napa	Water tank spout	Side
54.0	Yountville	Water tank spout	Side
67.5	Bale	Water tank spout	Side
71.7	Calistoga	Water tank spout	Side
		ELMIRA—RUMSEY	
76.0	Winters	Fruit shed	Overhead and Side
76.0	Winters	Water tank spout	Side
110.5	Rumsey	Water tank spout	Side

Employes are warned that it is dangerous to ride on top or sides of cars at above mentioned points.

Employes must guard against coming in contact with overhead wires or their connections.

COMPANY SURGEONS—WESTERN DIVISION

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon.
San Francisco	Dr. J. H. O'Connor	Division Surgeon.
San Francisco	Dr. C. A. Walker	District Surgeon.
San Francisco	Dr. G. R. Carson	District Surgeon.
San Francisco	Dr. Grant Selfridge	Aurist.
San Francisco	Dr. H. B. Graham	Aurist.
Oakland	Dr. O. D. Hamlin	Division Surgeon.
Oakland	Dr. F. H. Tebbe	Assistant Surgeon.
Oakland	Dr. Milton H. Shutes	Oculist and Aurist.
West Oakland	Dr. J. I. Vickerson	District Surgeon.
Oakland (Central)	Dr. Harry H. Appledorn	District Surgeon.
Oakland (North)	Dr. L. E. Kindall	District Surgeon.
Berkeley	Dr. A. M. McIntosh	District Surgeon.
Berkeley	Dr. J. R. Masterson	District Surgeon.
Richmond	Dr. H. L. Carpenter	District Surgeon.
Richmond	Dr. W. E. Cunningham	Assistant Surgeon.
Crockett	Dr. J. M. McCullough	District Surgeon.
South Vallejo	Dr. E. A. Peterson	District Surgeon.
Napa	Dr. H. R. Coleman	District Surgeon.
St. Helena	Dr. M. M. Booth	Emergency Surgeon.
Calistoga	Dr. W. L. Blodgett	District Surgeon.
Sonoma	Dr. J. D. Finnerty	Emergency Surgeon.
Santa Rosa	Dr. A. B. Herrick	District Surgeon.
Port Costa	Dr. P. B. Fry	District Surgeon.
Martinez	Dr. Edwin Merrithew	District Surgeon.
Concord	Dr. Geo. McKenzie	Emergency Surgeon.
Walnut Creek	Dr. C. R. Leach	Emergency Surgeon.
Danville	Dr. M. C. Bolender	Emergency Surgeon.
Bay Point	Dr. H. D. Neufeld	Emergency Surgeon.
Pittsburg	Dr. H. E. Peters	District Surgeon.
Antioch	Dr. L. B. Weatherbee	District Surgeon.
Brentwood	Dr. N. C. MacLafferty	District Surgeon.
Byron	Dr. J. W. Hammond	District Surgeon.
Suisun-Fairfield	Dr. S. J. Bransford	District Surgeon.
Suisun-Fairfield	Dr. H. V. Clymer	District Surgeon.
Vacaville	Dr. M. P. Stansbury	District Surgeon.
Winters	Dr. H. R. King	District Surgeon.
Esparto	Dr. F. P. McManus	Emergency Surgeon.
Dixon	Dr. F. Stolle	District Surgeon.
Davis	Dr. W. E. Bates	Emergency Surgeon.
Davis	Dr. T. E. Cooper	Emergency Surgeon.
Sacramento	Dr. A. M. Henderson	Division Surgeon.
Sacramento	Dr. G. L. Stevenson	District Surgeon.
Sacramento	Dr. J. Roy Jones	Aurist.
Sacramento	Dr. E. C. Turner	Oculist.
Alameda	Dr. A. L. Guerra	District Surgeon.
Alameda	Dr. W. O. Smith	Assistant Surgeon.
East Oakland	Dr. C. P. Higgins	District Surgeon.
East Oakland	Dr. W. H. C. Hatteroth	District Surgeon.
Fruitvale	Dr. J. W. Scamell	District Surgeon.
Fruitvale	Dr. L. E. Lacey	Assistant Surgeon.
Fruitvale	Dr. O. T. Leftwich	Oculist and Aurist.
Elmhurst	Dr. M. F. Frandy	District Surgeon.
San Leandro	Dr. C. H. Miller	District Surgeon.
Hayward	Dr. D. J. Manley	District Surgeon.
Niles—Centerville	Dr. John M. Adams	District Surgeon.
Pleasanton	Dr. J. Hal Cope	District Surgeon.
Livermore	Dr. Paul Dolan	District Surgeon.
Irvington	Dr. E. M. Grimmer	Emergency Surgeon.
Santa Clara	Dr. J. I. Beattie	District Surgeon.
San Jose	Dr. Harry J. Arnold	District Surgeon.
San Jose	Dr. T. V. Moore	District Surgeon.
San Jose	Dr. D. A. Beattie	Consulting Surgeon.
Tracy	Dr. Allan R. Powers	District Surgeon.
Tracy	Dr. Max Goldstein	Assistant Surgeon.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

LOCATION OF STRETCHERS.

OAKLAND WHARF	NILES	ANTIOCH	SUISUN-FAIRFIELD
WEST OAKLAND	PLEASANTON	CONCORD	VACAVILLE
EAST OAKLAND	LIVERMORE	TRACY	WINTERS
FRUITVALE	SANTA CLARA	SANTA ROSA	DIXON
ALAMEDA	SAN JOSE	CALISTOGA	DAVIS
BERKELEY	PORT COSTA	NAPA	
RICHMOND	MARTINEZ	SOUTH VALLEJO	

HOSPITALS.

GENERAL HOSPITAL........................SAN FRANCISCO
SOUTHERN PACIFIC HOSPITAL........................SACRAMENTO
S. P. EMERGENCY HOSPITAL........................WEST OAKLAND

RATING OF LOCOMOTIVES—WESTERN DIVISION.

In M's of 1,000 pounds back of Tender.

Revised October, 1930

Nominal Class	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Oakland and Tracy via Antioch Oakland and Santa Clara	Martinez to Bridge Summit	Bridge Summit to Sacramento	Sacramento to Martinez	Oakland and San Jose via Niles	Niles and Redwood	Tracy to Niles	Niles to Tracy	Suisun-Fairfield to Napa Jct.	Napa Jct. to Suisun-Fairfield Napa Jct. to Calistoga	Napa Jct. and Santa Rosa Calistoga to Napa Jct.
E-23	E-73 20/24 92	1433 to 1458	190	3300	1250	2900	2550	2550	4200	1000	1050	750	1050	1300
E-23	E-73 20/24 101-S													
E-24	E-69 18/26 73	1459 to 1462	165	2600	1000	2250	2050	2000	3400	800	850	600	850	1000
M-4	M-63 20/28 126	1615 to 1719	190	4300	1850	3750	3550	3350	5750	1350	1450	1100	1550	1750
M-4	M-63 20/28 135-S													
M-8	M-63 21/28 159-S	1720 to 1724, 1770 to 1779												
M-6	M-63 21/28 150-S	1725 to 1769, 1780 to 1803	200	5250	2250	4600	4350	4100	7050	1650	1750	1350	1750	2150
M-6	M-63 21/28 153-S	1823 to 1825												
M-9	M-63 21/28 150-S	1804 to 1822	210	5550	2400	4850	4600	4300	7400	1750	1900	1400	1800	2250
M-9	M-63 21/28 156-S	1826 to 1827												
T-3	T-69 20/26 113	2215 to 2219	180	3500	1450	3050	2850	2750	4600	1050	1150	820	1150	1400
T-2	T-63 19/24 105	2221 to 2230	160	2850	1100	2450	2250	2200	3700	870	920	650	920	1100
T-1	T-63 20/26 112	2235 to 2273	180	3850	1600	3350	3100	3000	5100	1200	1300	960	1300	1550
T-25	T-69 20/28 134	2275 to 2277	200	4200	1750	3700	3400	3300	5550	1300	1400	1000	1400	1650
T-26	T-69 21/28 152-S	2283 to 2300	200	4850	2000	4250	3900	3750	6350	1500	1600	1150	1600	1950
T-23	T-63 21/28 148-S	2301 to 2310	210	5500	2400	4850	4600	4300	7400	1750	1850	1400	1900	2250
T-23	T-63 21/28 145-SF													
T-28-31	T-63 22/28 162-S	2311 to 2362	210	6050	2600	5300	4950	4750	8100	1950	2050	1550	2100	2450
T-32	T-69 23/28 174-S	2363 to 2370, 2372 to 2384	210	6150	2600	5400	4950	4800	8100	2000	2100	1550	2100	2500
P-1,3,5	P-77 22/28 141-S	2400 to 2452, 2459, 2460	210	5000	2050	4350	4000	3900	6550	1550	1650	1200	1650	2000
P-1	P-77 22/28 152-SF													
P-1	P-77 22/28 160/B-54-S	2400 to 2427	210	5500	2150	4800	4200	4300	6850	1600	1700	1300	1800	2200
P-1	P-77 22/28 163/B-54-SF													
P-4	P-77 23/28 155/B-58-SF	2400 to 2437	210	5950	2350	5200	4350	4600	7150	1700	1850	1400	1950	2350
P-6	P-77 25/28 172-S	2453 to 2458	200	6100	2550	5350	4950	4750	8000	1900	2000	....	....	....
P-6	P-77 25/28 172-SF													
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2698 to 2860	210	6650	2900	5850	5550	5250	9000	2150	2250	1750	2350	2750
C-9, 10	C-57 22/30 194-S													
C-8	C-57 22/30 192-S													
C-5	C-57 22/30 187-S	2624 to 2679												
C-5	C-57 22/30 185-S	2680 to 2693												
C-5	C-57 22/30 180	2624 to 2679	200	5950	2600	5200	4950	4650	8500	1900	2000	1550	2100	2400
C-5	C-57 22/30 178	2680 to 2693												
TW-3	TW-50 20/26 120	2932 to 2953	170	4250	1750	3700	3400	3300	5550	1350	1450	1100	1500	1700
TW-2	TW-50 20/26 118													
A-3	A-81 20/28 112-S	3025 to 3040, 3042 to 3071	210	3950	1550	3450	3100	3100	5100	1200	1300	890	1250	1550
A-3	A-81 20/28 116-SF													
A-3	A-81 20/28 116/B-59-S	3025 to 3040, 3042 to 3071	210	3950	1650	3800	3250	3700	5350	1350	1450	1150	1550	1800
A-3	A-81 20/28 120/B-64-SF													
A-3	A-73 20/28 111-S	3041	210	4350	1800	3750	3500	3350	5700	1350	1400	1000	1400	1700
A-6	A-81 22/28 127/B-64-SF	3000 to 3003	210	4750	1900	4550	3750	4050	6150	1600	1700	1250	1700	2050
MK-2, 4	MK-57 23¾/30 206-S	3200 to 3240	210	7800	3400	6800	6500	6100	10500	2500	2650	2000	2750	3150
MK-2, 4	MK-57 23¾/30 206-SF													
MK-5, 6	MK-63 26/28 210-S	3241 to 3277	210	8000	3650	7450	7000	6650	11300	2750	2900	2200	2950	3450
MK-5, 6	MK-63 26/28 210-SF													
F-1	F-63 27½/32 273-S	3600 to 3652	200	8000	4300	8000	8000	7600	12000	3150	3300	....	....	....
F-4, 5	F-63 29½/32 306/B-61-SF	3668 to 3768	200	8000	4850	8000	8000	8000	12000	3550	3750	....	....	....
F-5	F-63 29½/32 306/B-62-SF													
AC-1,2,3	AC-57 22-22/30 441-SF	4000 to 4048	210	8000	5500	8000	8000	8000	12000	4000	4250	3300	4450	5100
MC-2	MC-57 26-40/30 394	4000 to 4016												
MC-4	MC-57 26-40/30 398	4017 to 4028	200	8000	5500	8000	8000	8000	12000	4000	4250	3300	4450	5100
MC-6	MC-57 26-40/30 401-S	4029 to 4043												
Mt-1,3,4,5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	8000	4050	7850	7800	7000	12000	2800	3000	....	....	....
SP-1	SP-63 25/28-32 316/B-60-SF	5000 to 5015	225	8000	5350	8000	8000	8000	12000	3950	4200	....	....	....
SP-2, 3	SP-63 25/28-32 317/B-61-SF	5016 to 5048												
Allowance for Empty and Underloaded Cars		Less than 40 Ms.		6	6	6	6	6	6	3	3	3	3	3
		40 to 50 Ms.		3	3	3	3	3	3	0	0	0	0	0
		More than 50 Ms.		0	0	0	0	0	0	0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "E"—Eight-wheelers
"M"—Moguls
"T"—Ten-wheelers
"P"—Pacific Type
"C"—Consolidation engine
"TW"—Twelve-wheelers
"A"—Atlantic Type
"MK"—Mikado
"F"—Two-ten-two Type
"AC"—Articulated Consolidation
"MC"—Mallet Consolidation
"MT"—Mountain Type
"SP"—Southern Pacific Type

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

Class	All Steel	Steel Under-frame	Wood
Baggage 60 ft.	93,070	......	......
Baggage 66 ft.	127,610	......	......
Baggage 70 ft.	122,620	.....	.....
Baggage	......	87,120	81,120
Baggage (Dynamo)	98,730	......	......
Baggage and Mail 60 ft.	103.620	......	......
Baggage and Mail 69 ft.	124.760	......	......
Baggage and Mail 70 ft.	129,140	......	......
Baggage and Mail	......	103.590	99,200
Baggage and Passenger	108.675	112,640	76,320
Baggage—(CM&StP)	125,000		.. ..
Express Refr. (NP RR)	......	74,000	60,000
" " (GN RR)	......	.. . .	70,000
" " (A.R.E.) No. 40- 154	......	78,000	......
" " " No. 155- 224	......	89,000	......
" " " No. 500- 506	......	110,000	......
" " " No.1101-1175	......	85,000	......
" " (P.F.E.) No. 500- 799	......	83,000	......
Tea and Silk	......	......	48,180
Express, Horse	133,050	......	81,033
Postal	112,120	......	......
Postal Storage 40 ft.	74,530	......	......
Postal Storage 60 ft.	105,120	......	......
Club	146,210	122,300	.
Official	170,700	155,370	109,370
Official (CM&StP)	141,000	......	.
Chair	100,620	......	84,740
Coaches 60 ft.	98,130	......	......
Coaches 70 ft.	137,640	......	......
Coaches 72 ft.	139,660	......	......
Coaches 73 ft.	148,040	......	......
Coaches 72 ft., Interurban	120,000	......	......
Coaches (CM&StP)	133,000	......	......
Coaches	......	......	81,210
All-Day Lunch, Chair	105,970	......	......
All-Day Lunch, Coach	103,875	......	....
Cafe-Coach	......	.	117,200
Diner 70 ft.	......	135,930	131.040
Diner 72 ft.	155,330	146.930	134,530
Diner 77 ft.	157,240	165,530	......
Diner 79 ft.	169.100	......	......
Cafe-Observation	148,950	....	128,550
Observation	......	141,870	121,300
Pullman Observation	163,600	153.000	......
Pullman Parlor	155,600	147,500	......
Pullman Standard Sleeper	164,600	144,000	......
Pullman Tourist	140,600	133,000	......
CM&StP Tourist Sleeper	141,000	......	......
Rail Car Gas & Electric	143,360	......	......
Rail Car McKeen 55 ft.	64,140	......	......
Rail Car McKeen 70 ft.	71,530	......	.. ...
Observation (Open Top)	......	......	62,000

Example.—Consolidation engine having 57-inch drivers. Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57 22/30 187

TRAINMASTERS

H. L. KENT .... Oakland
V. S. BURNHAM .... Oakland
G. D. WRIGHT .... Port Costa

D. BLAKE, Chief Dispatcher .... Oakland Pier
C. C. DAVISON, Asst. Chief Dispatcher .. Oakland Pier
J. A. SHOCKEY, Asst. Chief Dispatcher .. Oakland Pier

ROAD FOREMAN OF ENGINES
W. R. PARKER

ASSISTANT ROAD FOREMAN OF ENGINES
F. L. RYAN

J. D. BRENNAN,
Assistant Superintendent.

MAP
OF THE
WESTERN DIVISION
SOUTHERN PACIFIC COMPANY
SEPTEMBER, 1923.
J.F.M.
SCALE OF MILES
0 5 10 15 20
REVISED, JAN. 1, 1929
" JULY 15, 1929
" JAN. 1, 1930
" APRIL 1, 1930
" SEPT. 3, 1930
OAKLAND
AND ADJACENT TERRITORY
SCALE OF MILES
SAN FRANCISCO
OAKLAND
ALAMEDA
BERKELEY
SACRAMENTO
STOCKTON
SAN JOSE
PACIFIC OCEAN
SAN PABLO BAY
FARALLON ISLANDS
LAKE
SONOMA
NAPA
MARIN
YOLO
SUTTER
PLACER
SOLANO
CONTRA COSTA
SAN JOAQUIN
SAN MATEO
SANTA CLARA
STANISLAUS